Website

WORKSHOP

Tallahassee-Leon County Bicycle/Pedestrian Master Plan Workshop

1:00 to 2:30 p.m.
Thursday, May 11, 2004

Leon County Board of County Commissioners Chambers
Leon County Courthouse 5th Floor

This document distributed: May 6, 2004

Board of County Commissioners
Workshop Agenda

Date of Meeting:	May 11, 2004
Date Submitted:	May 6, 2004
To:	Honorable Chairman and Members of the Board
From:	Parwez Alam, County Administrator Tony Park, P.E., Director of Public Works
Subject:	Tallahassee-Leon County Bicycle/Pedestrian Master Plan Workshop

Statement of Issue:

Workshop presentation by the Metropolitan Planning Organization and Leon County Public Works Department staff to the Board of County Commissioners on the Tallahassee-Leon County Bicycle/Pedestrian Master Plan.

Background:

The Board of County Commissioners requested that the Metropolitan Planning Organization (MPO) staff including the Executive Director, Bicycle & Pedestrian Program Planner and consultant, Renaissance Planning Group (RPG), conduct a workshop on the draft Tallahassee-Leon County Bicycle/Pedestrian Master Plan prior to the May 17, 2004 MPO meeting. The workshop will allow the Board to be well prepared for the decisions needed, including final approval of the Master Plan, at the May 17th meeting.

Originally started by the City of Tallahassee's (COT) Public Works Department in the mid-1990s, the Tallahassee-Leon County Bicycle/Pedestrian Master Plan has been in the development stages for some time and is now close to completion. During that time the COT's Public Works Department Bike/Pedestrian Coordinator contacted the Leon County Public Works Department to see if the County wanted to share in (1) the Plan's development; and (2) some of the costs associated with the Master Plan. The initial consultant cost was $25,000 dollars of which the County's Public Works Department contributed $12,500 dollars.

Due to numerous COT personnel changes, the Bike/Pedestrian Master Plan languished until this past couple of years when the Florida Department of Transportation (FDOT), the Tallahassee-Leon County Planning Department, Leon County, the City of Tallahassee and the Metropolitan Planning Organization joined forces with Renaissance Planning Group to complete the final product.

Analysis:

One challenge in preparing the workshop package is the Master Plan's Needs Plan and Cost Feasible Plan is still being revised as this workshop package is being written. Attachment #1 titled "Technical Memorandum 5 – 2025 Cost Feasible Plan" (draft) dated April 27, 2004 will not be the same document distributed to the MPO prior to the meeting on May 17, 2004. MPO staff does not anticipate major changes to the Cost Feasible Plan. However, MPO staff has explained that the version distributed to the MPO for the May meeting will include greater funding flexibility than does the draft included in this package.

Since the beginning of this final iteration of the Master Plan, Public Works staff has consistently explained the Board's sidewalk funding priorities. The sidewalk portion of the County's Community Safety and Mobility Program (CSAM) places access to schools as the Board's first priority and access to parks as the second level of priority. Although school and park pedestrian access are included in the Master Plan's list of criteria to determine project priority, they are only two of the criteria used and the April 27th draft 2025 Cost Feasible Plan (Attachment #1) is not in keeping with the Board's existing CSAM Program direction.

Because the draft Cost Feasible Plan is being revised as this is written, Public Works staff does not know if the Department's concerns, explained below, will be valid when the final draft version is presented to the MPO. However, staff felt it critical to identify the existing concerns and have those concerns addressed by the MPO staff involved in the forthcoming workshop. The intent is to help the MPO staff, responsible for the workshop presentation, be prepared to address these concerns and explain how they have been ameliorated with the final draft version of the Plan. The Public Works Department's existing concerns are as follows:

1. The list of projects in the Cost Feasible Plan (Attachment # 1) does not place, as its top priority, pedestrian access to schools. The Board's adoption of the Community Safety and Mobility Program (CSAM) in October, 1999 and the revised CSAM on May 16, 2000 requires that school access be the County's top sidewalk priority and park access the second. The Bike/Pedestrian Master Plan uses school and park access as part of the overall criteria for determining priority, but schools and parks do not drive the project priority list as can be seen on pages 23 and 24 of Attachment #1. Community input has driven the allocation of resources and the evaluation of projects to determine overall community priorities. Pages two through four of Attachment #1 identifies the results of the April 1, 2004 Community Workshop. During that time, citizens attending the workshop were asked to identify what their bicycle and pedestrian priorities were. The information gleaned from that workshop was essential in identifying what the citizens felt should be top priorities. Their input was used extensively to guide the project priority process in the Master Plan.

Although County staff believes wholly in citizen input, staff is also aware that the general public is not responsible for the overall "health, safety and welfare" of it's citizens and sees this issue as essential to the school access question. The Master Plan is basically asking the Board to change their priorities for allocating resources for bicycle and pedestrian facilities and programs.

2. The Master Plan process included an analysis of financial resources that identified available funding sources from the City, County, and State for bicycle and pedestrian projects in Tallahassee-Leon County. The proposed Cost Feasible Plan initially allocates all of the County's $21.4 million identified in the sales tax extension for County sidewalks and bikeways to the overall community priorities identified in the last community workshop. County staff has serious questions about all the sales tax extension bike/ped funds being used for projects occurring mostly within the city limits. There are some projects identified in the unincorporated area but most are not. A major focus of the Master Plan is to create an interconnected bicycle and pedestrian system which is why schools are blended into the Plan but not top priorities.

3. One issue that has surfaced in the development of the Plan that has the potential to adversely impact the County is the COT's Public Works Department recent decision that the County should be responsible for building sidewalks on County roads within the city limits. Both the Cost Feasible Plan and the Needs Plan identify the County as responsible for providing sidewalks on County roads within the city limits. However, Florida Statute 335.0415 (1) and (2) "Public Road Jurisdiction and Transfer" states a County is responsible for "back-of-curb to back-of-curb" maintenance of a county owned roadway but not for the rights-of-way outside the curb line. For over twenty-five years the City and County have operated with the interpretation that the City is responsible for amenities outside the roadway bed within the city limits. Leon County **does** provide sidewalks and bike lanes within the city limits on new construction and/or expansion of an existing transportation facility but has never provided sidewalks on existing County roads within the city limits. County Public Works will be asking the County Attorney for his interpretation of Florida law and will keep the Board informed of the developments around this policy and funding issue.

4. If the Board approves the draft Needs Plan and Cost Feasible Plan as presented in Attachment #1, the Board will need to direct staff to revise the CSAM Program so that schools and parks are not identified as the County's top priorities.

With respect to concerns 1 through 4, MPO staff explained the new version of the Cost Feasible Plan creates flexibility in funding choices. If that is correct, Public Works staff would rethink the aforementioned concerns after having sufficient time to review the new draft.

RPG and MPO staff involved in the development of the draft Master Plan have done a good and thorough job in the development of the Plan and an excellent job at blending together community input, economic development, School Board information, demographics, land use and urban design, transit routes, bicycle/pedestrian level of service and latent demand in the development of the Needs Plan and Cost Feasible Plan.

Options:

1. Approve the draft Tallahassee-Leon County Bicycle/Pedestrian Master Plan.

2. Provide recommended changes to the draft Tallahassee-Leon County Bicycle/Pedestrian Master Plan and direct MPO staff to include those recommendations in the May 17, 2004 MPO agenda package.

3. Do not approve the draft Tallahassee-Leon County Bicycle/Pedestrian Master Plan.

4. Board direction.

Recommendation:

Board Direction

Attachments:
1. Technical memorandum 5, 2025 Cost Feasible Plan (Draft) Prepared by Renaissance Planning Group, April 27, 2004.

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TALLAHASSEE-LEON COUNTY METROPOLITAN PLANNING ORGANIZATION

BICYCLE AND PEDESTRIAN MASTER PLAN FOR TALLAHASSEE-LEON COUNTY

TECHNICAL MEMORANDUM 5
2025 COST FEASIBLE PLAN

DRAFT

Prepared by:

RENAISSANCE PLANNING GROUP

April 27, 2004

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TECHNICAL MEMORANDUM 5: COST FEASIBLE PLAN

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BICYCLE AND PEDESTRIAN COST FEASIBLE PLAN

INTRODUCTION

With an approved Needs Plan in place, the Tallahassee-Leon County MPO must now prioritize those needs to target funding for projects and program that best achieve the goals, objectives and guiding principles for the Bicycle and Pedestrian Master Plan. The guiding principles have been developed through the public participation process:

GET SEEN: Increase the visibility, legitimacy and safety of non-motorized travel through an interconnected, well-defined system and a consistent education program.

GET THERE: Support local land use objectives and linkages to schools, parks, and shopping.

GET TO WORK: Prioritize access to jobs and economic development.

GET OUT OF TRAFFIC: Mitigate traffic congestion and expand travel choices.

GET FIT: Improve public health by encouraging increased physical activity for all ages.

These principles have also been used to develop a set of Goals, Objectives, and Evaluation Measures that define the plan's approach to facilities, agency coordination, and programs for education, encouragement, and enforcement.

This is the final technical memorandum that will shape the plan for Tallahassee and Leon County, providing a technical foundation for a scheduled public hearing in May and final adoption of the Master Plan. The 2025 Cost Feasible Plan builds upon the approved Bicycle and Pedestrian Needs Plan by assigning costs, conducting a technical ranking, and weighing priorities from the public for needed bicycle and pedestrian projects and programs countywide.

This technical memorandum summarizes the existing funding available from local, state, and federal sources for bicycle and pedestrian transportation strategies through 2025, and matches those funding levels with a technical evaluation of projects. Technical Memorandum 3, Financial Resources, documents the projected available funding. In addition, input from the public at an April 1st public workshop, in which participants chose how they would invest limited funds and identify priorities for bicycle and pedestrian projects, is incorporated into the evaluation.

PROJECT EVALUATION AND PRIORITIZATION

The full list of Needs Plan projects was evaluated in three ways. First, a final public workshop was held to gather opinions and set priorities for how the Needs Plan projects should be ranked in priority order and how funding should be allocated among different categories of bike-pedestrian

strategies. Projects were also ranked using approved evaluation criteria to determine each project's proximity to important destinations and populations. Finally, professional judgment included examining the projects from a system connectivity standpoint and cost affordability. The results of these complementary methods were synthesized into a final ranked list that reflects the priorities of the citizens of Tallahassee and Leon County.

PUBLIC INPUT

On April 1, 2004 citizens of Tallahassee and Leon County were invited to view and prioritize projects and programs in the Needs Plan at an open house-style public workshop. Projects were displayed on large maps and on handouts, and participants were given investment dollars to allocate according to for their priorities for groupings of projects (e.g., schools and parks, major corridors, education and encouragement, connections, and safety). They were also asked to review the Needs Plan projects by geographic mobility district and identify their priorities. The top 10 ranked projects are displayed in the following table:

Table 1 Priority Project Rankings from April 1 Public Workshop

MOBILITY DISTRICT	PROJECT #	PROJECT LOCATION	VOTES
Northwest	15	Around Lake Jackson: Build shared-use path around lake to connect Lake Jackson Mounds State Archaeological Site, boat ramps, and Phipps Park/Maclay State Gardens	11
Central	1	Apalachee Parkway from Monroe Street to Magnolia Drive: Suburban/Rural Corridor	6
Northeast	4	Thomasville Road from I-10 to 7th Street: Urban/Suburban Corridor	6
Central	18	MLK Jr. Blvd. from N. Monroe Street to FAMU Way: Establish Bicycle Route	5
Central	8	Tennessee Street from Dewey to Franklin: Urban Corridor	4
Central	14	Gaines Street from Stadium Drive to Meridian Street: Urban/Suburban Corridor	4
Central	25	Southern end of Ocala Road Trail to northern end of St. Marks Trail: Create a paved, shared use path	4

MOBILITY DISTRICT	PROJECT #	PROJECT LOCATION	VOTES
Northeast	22	Miccosukee Road from Capital Circle to the Miccosukee Greenway: Add paved shoulder	4
Northwest	1	N. Monroe Street from Capital Circle to Bradford Road: Suburban/Rural Corridor	4
South	2	Lake Bradford Road from Orange Avenue to Gaines Street	4

For the investment exercise, each workshop participant was given $10 million in "mobility dollars" to distribute among five stations. This exercise challenged participants to consider how they would spend limited funds for different aspects of bicycle and pedestrian transportation improvement strategies:

Connections – projects that fill gaps and strengthen the weak links in the overall bicycle and pedestrian transportation system. Examples include connections to Lake Ella, sidewalk improvements, and the St. Marks Trail extension.

TOTAL INVESTED: $198,000,000 (28 percent of total)

Major Corridors – projects that prescribe a set of treatments for a defined road segment. Three corridor treatments have been defined (Urban, Urban/Suburban, and Suburban/Rural), each with a specific character and set of facilities.

TOTAL INVESTED: $174,500,000 (25 percent of total)

Schools and Parks – to ensure safe access to schools and parks, projects and programs have been selected that focus on connectivity and accessibility to key civic and institutional destinations. Sidewalk projects serve the most disconnected schools, and a program is proposed to fund further sidewalk enhancements to all schools.

TOTAL INVESTED: $137,500,000 (20 percent of total)

Safety Improvements – while every project in the Bicycle & Pedestrian Needs Plan was conceived with an eye to safety improvements, intersection and crossing treatments are particularly focused on improving bicycle and pedestrian safety. Two tiers of intersection treatments – Pedestrian Emphasis and Pedestrian Supportive – may be applied to specific intersections throughout the county.

TOTAL INVESTED: $129,500,000 (19 percent of total)

Education, Encouragement and Enforcement – programs that complement infrastructure by opening bicycle and pedestrian transportation for people of all ages (children, college and university students, working-age adults, and the elderly).

TOTAL INVESTED: $57,800,000 (8 percent of total)

Those results are used in this technical memorandum to complete the recommended Cost Feasible ranking of projects and programs.

TECHNICAL EVALUATION

The evaluation criteria presented below were selected and weighted to give higher scores to bicycle and pedestrian projects that support the Guiding Principles of the Bicycle & Pedestrian Master Plan. For a more detailed description of the Technical Evaluation methodology, as well as the Guiding Principles, please see the Issues and Options Report.

CRITERIA

The evaluation criteria assign point values to corridor, bicycle and pedestrian projects based on the measures defined below. The highest possible score is 11. No more than one point was assigned for a single criterion. Therefore, if the roadway segment defined in a project falls within one half mile of two schools, the project still only gets one point for the schools measure.

Table 2 Technical Evaluation Criteria

OBJECTIVE MEASURES	HALF POINT	FULL POINT
Pedestrian Demand score Higher score assigned to higher demand score. Demand is based on an aggregate of several measures found within a certain distance of a traffic analysis zone (TAZ). It is assumed that all destinations easily accessible on foot will also be accessible by bicycle, so only the pedestrian demand measure is used. For projects bordering multiple TAZs, an average demand score will be used. Measures: proximity to public schools; parks; campuses of FSU, FAMU, or TCC; transit routes/stops; households with children; areas with high residential density or mixed land uses; shopping opportunities; employment; and high floor area ratios. See Tech Memo 2, Inventory and Analysis of Existing Conditions for more detailed methodology.	2.5 to 5	5.5 to 10

OBJECTIVE MEASURES	HALF POINT	FULL POINT
Proximity Measures Location of bicycle and pedestrian projects within a specified distance from the following destinations:		
Elementary, middle or high schools; community focal points; and parks	.5 mile	.25 mile
Employment intensity Zoning districts with intensive non-residential uses: ▪ Central Urban (CU) ▪ Activity Center (AC) ▪ University Transition (UT) ▪ Neighborhood Commercial (C-1) ▪ General Commercial (C-2) ▪ Commercial Medical (CM) ▪ Urban Pedestrian 1 (UP-1) and 2 (UP-2) (*Continued from above:*) Downtown zoning districts: ▪ Retail/Targeted Office ▪ Downtown Institutional ▪ Capitol Center Planning District ▪ Special Character District	One point for project located within or adjacent to zoning district that promotes intensive non-residential land uses.	
Housing density Residential density of 7 dwelling units per acre or greater, such as Downtown and Activity Center FLU categories	One point for project located within or adjacent to zoning district with 7 du/ac or greater.	
Accessibility to TalTran routes	.5 mile	.25 mile

OBJECTIVE MEASURES	HALF POINT	FULL POINT
B/PLOS grade As developed in Task 3.7; higher score assigned to poorer LOS grade.	C or D	E or F
Network Continuity Connections to existing trails, sidewalks or bicycle lanes were manually coded. Facilities are based on Existing Conditions map found in the Issues and Options Report, which includes current bicycle lanes and paved shoulders, shared-use paths, sidewalks, and programmed Blueprint 2000 projects.	One connection (extends existing facility)	More than one (connects existing facilities)
Presence of Poor Conditions Based on hazardous conditions as defined by the School Board.	One point for project located on hazardous roadway or intersection	
Safety Presence of reported bicycle or pedestrian crashes since 1999.	One point if reported crash present within project boundaries.	
Congested Roads Based on data from the City and County concurrency spreadsheets.	One point for project located on roadways with LOS of E or F.	
Land Use Characteristics *Zoning:* Urban Pedestrian 1, Urban Pedestrian 2, High Intensity Activity Centers, University Transition, Neighborhood Commercial, Central Urban Community Redevelopment Areas Enterprise Zone Special Land Use Designations: the Southern Strategy Area	One point for project located within zoning districts or designated areas that explicitly support pedestrian circulation	

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RESULTS

The full results of the technical project evaluation are presented in Appendix A, along with the highest-ranking results from each of the Mobility Districts. Countywide, the highest ranked project (11 out of 11 points) was the retrofit of Pensacola Street from Capital Circle to South Monroe Street featuring sidewalks, on-street bicycle lanes, and 10-11 foot lanes. Fourteen projects received 10 to 10.5 points, and 13 more scored nine to 9.5 points. The score for each project may be found in the Technical Evaluation column of the Recommended Cost Feasible Plan in Table 5.

The results also include shared-use path projects, but it should be noted that these scores are calculated slightly differently to other project types. Because some of the evaluation criteria rely on roadway characteristics which by definition do not apply to trails, those criteria were given a value of zero, resulting in lower scores for those projects. Each shared-use path project was individually evaluated and moved in the rankings based on public input and staff recommendations.

SYSTEM CONNECTIVITY

Public prioritization and allocation of funds, technical evaluation, and the professional judgment of the planning team have been synthesized into the final ranking of Cost Feasible projects. The highest priority of the public, as identified in the investment game at the April 1 workshop, was connectivity of bicycle and pedestrian facilities into a coherent and usable system. Following closely behind was modification of major corridors to enhance comfort, convenience and safety for non-auto travel. Therefore, projects that facilitate connectivity between key civic, institutional, commercial and employment destinations are given higher priority in the final rankings.

Based on the cost estimates, selected projects that may be accomplished relatively quickly and at low cost were also given higher priority.

COST ESTIMATION

ROADWAY PROJECTS

Along with evaluation and prioritization, cost estimates were prepared for each of the project types. To provide the most locally accurate estimates, the source of most cost information was the city and county government, based on staff's experience with project design, engineering and construction. In the case of projects that have not been implemented in Tallahassee and Leon County, cost estimates from other Florida cities or from the FDOT 2002 Transportation Costs were used.

The process for developing project costs required estimating the length of each project segment, calculated using GIS tools. Next, each project type was broken down into a list of specific facilities

that would need to be built in order to implement the project. For example, each Urban, Urban/Suburban, and Suburban/Rural corridor from the Needs Plan was replaced with a set of facilities to be implemented, allowing a more flexible and sensitive approach to each individual roadway. The cost of one mile of each facility was then calculated and applied to the length of the project segment to determine the total estimated project cost.

It should be noted that facility costs vary widely based on many factors. The costs used for these estimates were the most accurate available; however, actual construction costs may differ from the estimate. The source of these cost estimates is the City of Tallahassee Public Works and Traffic Engineering department, unless otherwise noted. With the exception of projects estimated using the PASS program model, costs do not include acquisition of right-of-way.

Sidewalk estimates are based on the cost of constructing new 6' sidewalk on both sides of the street. In order to keep costs down, sidewalks on only one side may be considered.

COST: $200 per linear foot, or $1.06 million per mile on one side

TOTAL: $2.1 million per mile on both sides

Bicycle lanes or *paved shoulders* are extensions of existing pavement on roads without curbs. The cost includes asphalt, striping, signage, and pavement markings. Whether the extension functions as a designated or undesignated bicycle lane should be decided at the time of construction.

COSTS: $11 per foot for asphalt/base/stabilization, or $117,000 per mile on both sides

$5,280/mile for two stripes

$800 per mile for signage and pavement markings

TOTAL: $123,400 per mile

Bicycle routes are estimated as the cost of two signs per mile on each side of the roadway, plus an additional 50% for program costs.

COSTS: $100 each for signs, or $400 per mile for one sign every half mile on both sides of the street

$200 per mile for program costs

TOTAL: $600 per mile

Restriping is a package treatment that includes milling and resurfacing the roadway and adding new stripes to include a narrower inside lane and a bicycle lane, along with signage and pavement markings. This is considered an interim treatment that works within the existing right-of-way to add bicycle facilities without requiring roadway reconstruction.

COSTS: $541,000 per mile for milling and restriping (FDOT average cost for an urban 4-lane arterial road)

$0.50 per linear foot for striping, or $15,840 per mile for 6 stripes (assumed average for 4-lane road)

$100 each for signs and pavement markings, or $800 per mile for one sign and marking every half mile on both sides of the street

TOTAL: $557,840 per mile

Corridor reconstruction was based on the City of Tallahassee Public Works estimate of the approximate cost for adding bicycle lanes and sidewalks on both sides of a 2.3-mile segment of Apalachee Parkway. This figure, $7.2 million, was divided by the project length to calculate a cost per mile of $3,116,065.

The *Pedestrian and Street Safety (PASS) Program* is funded by the City of Tallahassee. This program rebuilds arterial or collector roadways that meet certain criteria, adding bicycle lanes and sidewalks. The estimated cost for a PASS project is approximately $750 per linear foot, or $3,960,000 per mile. This cost was used to estimate certain projects with similar characteristics to the typical PASS project. Please note that these projects are not funded by the PASS program; the project type was sufficiently similar to use the PASS program as a model for the cost estimation.

Corridor amenities are additional streetscaping elements that improve the look and feel of a roadway. As an example, Tharpe Street already has bicycle lanes and sidewalks, but it is still not considered a bicycle- or pedestrian-friendly road. The addition of a raised, grassy median would add character and color to this corridor, and make it more inviting for non-motorized traffic. The cost estimates below are based on FDOT District 6 Livable Communities.

COSTS: $1,108,800 per mile for a raised, planted median

$500,000 per mile for street trees

Intersection cost estimates are based on a variety of pedestrian-friendly treatments, such as signals, signage, and crosswalk striping. Two types of intersection treatment are detailed: Pedestrian Emphasis, which is more extensive and intended for intersections with heavy pedestrian traffic, and Pedestrian Supportive, which is less extensive but still includes basic features to improve pedestrian safety and visibility. Costs for intersection treatments are linked with the roadway segment where the intersection is found.

COSTS: $54,560 for each Pedestrian Emphasis intersection

$38,800 for each Pedestrian Supportive intersection

In some cases, individual costs are added to the per-mile cost. As an example, the MLK Jr. Boulevard bicycle route crosses three major intersections: Brevard Street, Tennessee Street, and Pensacola Street. To increase cyclist visibility and convenience along this route, six bicycle loop detectors have been added to the cost estimate for this project. This raises the cost by $1,800 (two loop detectors per intersection @ $300 each). Individual costs were added to other projects to account for possible costs that are not accounted for in the per-mile estimate.

Detailed information about cost estimates and sources may be found in Appendix B.

FACILITY PROGRAMS

In addition to projects on specific road segments, the Cost Feasible Plan includes several programs intended to fill in gaps or provide discretionary funding for bicycle and pedestrian facilities. These programs supplement the projects by providing funding for facilities, restriping and signage, pavement conditions and maintenance, intersections, and special school access projects.

- The Retrofit program identifies roads and intersections where a "quick fix" using simple treatments such as signals, signage, striping, or pavement markings can improve the safety and visibility of bicycles and pedestrians. These treatments may serve as an interim improvement until the roadway is resurfaced or reconstructed, at which time more comprehensive bicycle and pedestrian facilities may be built in. The program assumes that one mile of roadway will be restriped under this program per year.

  Restriping

  $557,840 for one mile per year

  $11,156,800 for 20 years

  New Pedestrian Signals

  $4400 per intersection for audible pedestrian signals

  $17,600 for four intersections per year

  $352,000 for 20 years

  Intersections

  $54,560 per Pedestrian Emphasis intersection

  $109,120 for two intersections per year

  $2,182,400 for 20 years

- The Facility Inventory and Maintenance program addresses concerns such as worn out crosswalks, a need for special pavement or lighting, poor pavement conditions, design modification, or other impediments to cycling and walking. This program is not based on specific fixes as the others are; rather, a 20-year budget of $250,000 has been estimated for contingency needs.
- School access is a hot issue in Tallahassee and Leon County, and a number of projects address sidewalk needs at specific school. This program aims to provide one school per year with a quarter mile of sidewalks ($528,000) and two Pedestrian Supportive intersections ($77,600), for a total program cost of $605,600 per year or $12,112,000 over 20 years.

EDUCATION, ENCOURAGEMENT & ENFORCEMENT PROGRAMS

The 2025 Needs Plan included a total of 35 programs and initiatives to support education, encouragement and enforcement of safe bicycle and pedestrian transportation. The table in Appendix C identifies estimated start-up, annual and 20-year costs for each program.

The table also identifies lead agencies that should take primarily responsibility for carrying out the recommended program. In some cases, the MPO is the lead agency, but in many cases, the MPO plays a supporting role and has few or no costs associated with the program. The BikeWalk Network serves as a coordinating framework to ensure the MPO can remain an integral part of all local efforts to educate, encourage and enforce safe bicycle and pedestrian transportation, while allowing the responsibility for funding and staffing the programs to be shared among a variety of agencies in the community.

The total 20-year costs (estimated in current dollars) for education, encouragement, and enforcement programs is $6,388,000, of which the MPO's share is estimated to be $1,288,900. This represents about 20 percent of the total costs, with the remainder spread among partners in the BikeWalk Network, such as local police, planning departments, University and colleges, Commuter Services of North Florida, and local cycling and running clubs.

FUNDING SOURCES

The full range of local, state, and federal financial resources available for bicycle and pedestrian facilities in Tallahassee and Leon County was examined in detail in Technical Memorandum 3. The following summary reviews the sources of existing funding that are fully described in the Financial Resources document.

It is important to note that, like all transportation funding, money that is projected to be available for bicycle and pedestrian projects and programs is not easily transferred between agencies and types of strategies. For example, federal and state enhancement program funds are typically not

available for use on local streets. There are similar limitations to the revenues available from local sources like Blueprint 2000.

EXISTING FUNDING SOURCES

Capital Programs. Existing funding levels for capital programs are used to project the extent of total funding that may be available through 2025 for bicycle and pedestrian facilities. Capital funding is identified in the city and county Capital Improvement Programs (CIPs) and in the Florida Department of Transportation (FDOT) Five Year Work Program. Another source of funding for infrastructure improvements is the local option sales tax, approved by Tallahassee and Leon County voters in November 2000.

CIPs cover a wide range of projects, including economic development, planning, public works, and parks and recreation. The first year of the revolving document serves as the capital budget; the subsequent years undergo annual review and evaluation. Bicycle and pedestrian projects exist within the CIP as stand-alone projects and as part of larger-scale projects. The types of facilities constructed vary based on the FDOT area type classification (i.e. urbanized area, transitioning/ urban area, and rural area), which are defined in the FDOT Quality/ Level of Service Handbook. County road construction projects involving corridor widening within the urbanized area include bike lanes and sidewalks, while projects outside the urbanized area, but still within the County boundary generally only include bike lanes, with the exception of residential areas, schools and parks.

The FDOT Work Program is based on the MPO's identified transportation improvement priorities on state facilities within the MPO boundary. Projects identified in the FDOT Work Program are funded mostly by the federal government, but administered by the state. The current (FY 2004-2008) Work Program includes over $2.7 million for bicycle and pedestrian projects.

Blueprint 2000. In November 2000, Leon County voters approved a fifteen-year local option sales tax extension which would be used to fund the capital improvement program known as Blueprint 2000 and to fund other infrastructure improvements for the City of Tallahassee and Leon County. The funds generated by the sales tax extension will be distributed as follows: 80 percent to Blueprint 2000 and 10 percent each to the City and County.

All road construction projects under Blueprint 2000 are expected to include bike lanes and paths and sidewalks where appropriate, and stormwater facilities are expected to incorporate greenways whenever possible. Blueprint 2000 projects also involve the development of greenways through land acquisition or conservation easements. Trails and facilities will be developed in coordination with the Tallahassee-Leon County Greenways Master Plan and the recommendations of this Bicycle and Pedestrian Master Plan. Construction of bicycle and pedestrian facilities will account for over

$20 million through Blueprint 2000 for road-widening projects and for the development of greenways.

Americans With Disabilities Act (ADA) Settlement. While not an actual funding source, the settlement agreement in *Access Now vs. City of Tallahassee, et. al.* requires the improvement of 15 activity centers in the City of Tallahassee. These improvements will include sidewalks, ADA-compliant curb ramps, sidewalks and other facilities. To meet the requirements of this settlement, the City and the County are currently in the process of identifying funding sources to meet the needs of the implementation plan and schedule. FDOT agreed to spend $1.4 million in ADA upgrades to the state roads within the city limits of Tallahassee over the next five years. The requirements of the settlement and the identified sources of funding will need to be coordinated with this Bicycle and Pedestrian Master Plan. The City has identified two projects in the CIP for improvements: ADA Sidewalk Rehabilitation and Downtown Sidewalk Restoration and ADA Retrofits.

PROJECTED FUNDING THROUGH 2025

For planning purposes, an analysis has been conducted to determine the extent of financial resources available to accommodate the facility needs and program recommendations made by the Bicycle and Pedestrian Master Plan. The existing local and state funding streams for capital projects identified in this section have been generalized to estimate an average yearly funding level so that future anticipated funding levels can be estimated for planning purposes. About $200 million will be available for bicycle and pedestrian capital projects through the year 2025, as identified in the table below. However, it should be noted that the majority of these funds are tied to specific road widening or improvement projects. Needs Plan projects or programs that do not fall in line with the limits of these road projects will be competing for a much smaller share of projected available funding, which is estimated to be about 12 percent of the total ($24 million) through 2025.

Table 3 Projected Funding Sources for Bicycle and Pedestrian Projects Through 2025

Funding Source	Estimated 2004-2008	Estimated 2009-2025	Estimated Total 2004-2025
Tallahassee CIP	$28,914,530	$ 98,309,402	$127,223,932
Leon County CIP	$ 4,406,218	$ 14,981,141	$ 19,387,359
Local Option Sales Tax Extension Projects	$ -	$ 40,732,990	$ 40,732,990
FDOT Work Program	$ 2,770,044	$ 9,418,148	$ 12,188,192
Total	$33,320,748	$163,441,681	$199,532,473

Notes

(1.) These assumed percentages of project costs that are associated with bicycle and pedestrian facilities are made based on information provided by the Tallahassee-Leon County MPO and City Traffic Engineering as well as general planning guidelines. The construction costs of bicycle and pedestrian facilities vary from project to project depending on the availability of right-of-way, the type of roadway being constructed, and the intended use of the facility. For roadway projects, four percent of the total project cost is assumed in most cases to be the bicycle and pedestrian-related portion. Where more specific information is known about the project that warrants the use of a different assumed percentage, that portion is used and noted in the appropriate section

(2.) No growth factor was assumed.

(3.) Local Option Sales Tax Extension Projects identified in the Tallahassee and Leon County CIPs (FY 2004-2008) have been deducted from the total amount estimated for bicycle and pedestrian projects through the local option sales tax extension. The implementation schedule of Blueprint 2000 projects is currently unavailable and therefore, these projects are listed under the column 2009-2025, for calculation purposes only.

Source: Tallahassee CIP, Leon County CIP

COMMITTED FUNDING FOR BICYCLE AND PEDESTRIAN PROJECTS

Committed projects are those for which funding has already been committed by the city, county, or state. This category of projects encompasses specific bicycle and pedestrian projects as well as roadway projects that include bicycle and pedestrian facilities. These projects are critical elements that form the foundation of the regional bicycle and pedestrian transportation network.

The following table details the funding that has been committed to bicycle and pedestrian facilities in the City of Tallahassee and Leon County Capital Improvement Plans, by the sales tax extension, by Blueprint 2000, and in the Transportation Improvement Plan for fiscal years 2004-2008. Projects with defined boundaries are displayed in the Committed Facilities map below.

Table 4 Committed Funding for Bicycle and Pedestrian Projects

Agency	Name	From	To	Description
City	ADA sidewalk rehabilitation	Various locations		Curb ramps and driveway reconstruction
City	Bragg Drive	Brookridge	Parkridge	Neighborhood Infrastructure Enhancement Program
City	Eastgate Way/Bedford Way			Neighborhood Infrastructure Enhancement Program
City	Joe Louis	Indiana	Alabama	Neighborhood Infrastructure Enhancement Program
City	South Adams Street Gateway Enhancements	Orange Avenue	Jennings Street	May include enhanced bicycle pedestrian, transit, lighting, landscaping and parking facilities
FDOT (4098031)	Bicycle and pedestrian projects	Various locations (projects to be determined from Master Plan)		Safety projects
City	Bond Community – Neighborhood infrastructure enhancements	Various locations		Sidewalks on one side of roadways and stormwater
City	Boone Boulevard	Monticello	Alder Drive	Neighborhood Infrastructure Enhancement Program
City	Bradford Road	Rhodes Way	N. Monroe Street	Pedestrian and Street Safety Program (PASS) * Will not include bicycle lanes
City	Bragg Drive	S. Adams	Parkridge	Neighborhood Infrastructure Enhancement Program
County	Buck Lake Road Widening	Mahan	Pedrick	Widening, bike lanes, sidewalks
City	Calhoun/Gadsden/Thomasville Road	General vicinity of 6th and 7th Streets		Operational improvements
City	Caliark Street	Arkansas	Tennessee	PASS project
City	Callaway/Pullen	N. Monroe	Old Bainbridge	Neighborhood Infrastructure Enhancement Program

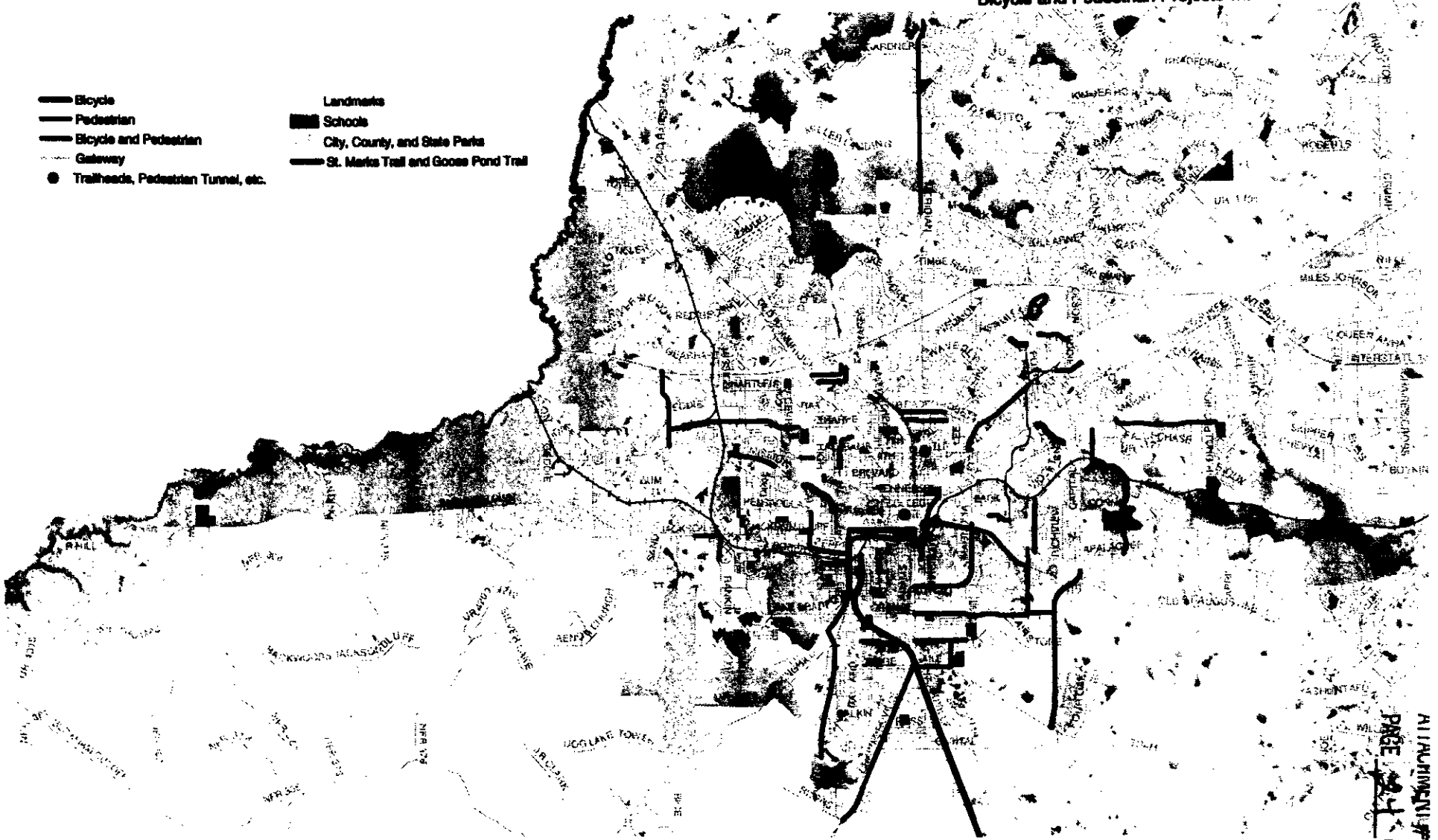
Agency	Name	From	To	Description
FDOT	Campbell Connector	S. Monroe at Gaile Avenue	Tram Road Paul Russell Road	Shared-use path
Blueprint 2000	Capital Circle NW	Tennessee Street	I-10	Widen to six lanes, bike lanes, sidewalks
Blueprint 2000	Capital Circle SE (two projects)	Park	Tram	Widening, bike lanes, sidewalks
City	Centerville Road	Blair Stone Road	7th Street	Sidewalk (one side)
County	Community safety and mobility	Various locations		Sidewalks, bikeways and traffic calming
City	Continental Avenue	Ocala	High	Neighborhood Infrastructure Enhancement Program
FDOT (2197481)	Crawfordville Road (US 319)	Rivers Road	Four Points Intersection	Widen to four lanes, sidewalks, bike lanes
City	Downtown pedestrian and vehicular enhancements	Area bounded by Tennessee, Gadsen, Gaines and Macomb Street		Street and sidewalk improvements
City	Downtown sidewalk maintenance	Downtown Area		Construction, maintenance, restoration of sidewalks
City	Eastgate/Bedford Way sidewalk	Entire length of roadway		Sidewalk on one side Neighborhood Infrastructure Enhancement Program
City	Four Points Bikeway Trailhead	Four Points at St. Marks		Trailhead Development
Blueprint 2000	Franklin Blvd., Cascades Park, Old St. Augustine Branch reconstruction	TBD		Part of Capital Cascade Greenway and stormwater projects
City	Gaines Street	Lake Bradford	Monroe Street	City part of reconstruction of street (include bike lanes)
(FDOT) 2197701	Gaines Street and Bloxham Street	Lake Bradford	Monroe Street	One-way pair lanes (incl. bike lanes)
City	Governors Square Boulevard	Mall North Entrance	Blairstone Road	Widen to four-lanes, bike lanes, sidewalks

Agency	Name	From	To	Description
City	Greenways Trail connectors	Various locations		Connect local neighborhoods with parks
City	Jackson Bluff Road	Rankin Avenue	Capital Circle SW	Neighborhood Infrastructure Enhancement Program
CITY	Kleman Plaza Master Plan implementation			May include some bicycle & pedestrian improvements in the area
City	Lafayette Street	At CSX overpass		Pedestrian Tunnel
FDOT (Enhancements	Lafayette Streetscape	CSX overpass	Paul Russell Road	Streetscape enhancements
City	Lake Bradford Road Gateway enhancement	Stadium Drive	Pineview Elementary School	Enhanced bicycle pedestrian, transit, lighting, landscaping and parking facilities
City	Lakeshore Drive/ Stone Road PASS	Old Bainbridge Road	Monroe Street	PASS project, bike lanes, sidewalks
City	Lipona Road PASS	Pensacola	Pepper Drive	PASS Project, bicycle lanes, sidewalks
City	Lonnbladh Road PASS	Capital Circle NE	Olson Road	PASS project, includes bike lanes, sidewalks
City	Magnolia Drive sidewalk	Monroe St	Apalachee Parkway	Sidewalk (one side)
City	Major Intersection Improvements	City Wide		Signal improvements/Intersection Improvements and Intelligent Transportation Systems
City	Meridian Road sidewalk	Maclay	Summerbrooke	Sidewalk or greenway trail
County	Miccosukee Road widening	Magnolia	Capital Circle NE	Widen to four lanes, bike lanes, sidewalks
City	Minor Interaction Safety Modifications	City Wide		Signal improvements/Intersection Improvements and Intelligent Transportation Systems
City	Mission Road PASS	White	Peachtree	PASS project
City	North Monroe Street Gateway Enhancement	Virginia Street	Tallahassee	May include enhanced bicycle pedestrian, transit, lighting, landscaping and parking facilities
City	Neighborhood Infrastructure Enhancement	Various locations		
	Northridge Road PASS	Springsax Road	Blue Jay Drive	PD&E

Agency	Name	From	To	Description
City	Nurses Drive	Centerville Road	TMH's extension of Surgeon's Drive	New two-lane road, bike lanes, sidewalks
City	Oakland Avenue	Adams	Meridian	Neighborhood Infrastructure Enhancement Program
County	Old Bainbridge Road Phase I	Brevard Street	Tharpe Street	Corridor studies through construction (All projects include bicycle and pedestrian facilities)
County	Orange Avenue Reconstruction	S. Monroe Street	Blair Stone Road	Widen to four lanes, bike lanes, sidewalks
City	Orange Avenue extension, Phase II	Blair Stone Road	Capital Circle SE	Extend Orange Avenue and widen to four-lane typical section
City	Paul Russell Road	S. Monroe	Jim Lee Road	Neighborhood Infrastructure Enhancement Program
City	Paul Russell Road	Monday	Apalachee	Neighborhood Infrastructure Enhancement Program
City	Pepper Drive	Lipona	Lake Bradford	Neighborhood Infrastructure Enhancement Program
City	Rankin Avenue	Roberts	Roswell	Neighborhood Infrastructure Enhancement Program
City	Raymond Diehl Road PASS	Oleson Road	West to wider section	PASS project – sidewalks and wide lanes
City	Residential Traffic Calming and Sidewalk Program	Various local streets		
City	Residential Traffic Calming and Sidewalk Program	Various collector and arterial streets		
City	Sidewalk Program – existing roadway	Various locations		Sidewalks
City	Sidewalk Program – new roadway	Various locations		Sidewalks
City	Street Paving Program	Unpaved streets within the City		May include bicycle and/or pedestrian facilities

Agency	Name	From	To	Description
City	Street Resurfacing Program	City Wide		May include bicycle facilities
City	Stuckey Street	Iamonia	Lake Bradford	Neighborhood Infrastructure Enhancement Program
City	Tallahassee Junction Bikeway Trail Head	St. Marks Trail	Proposed Gopher, Frog, Alligator Trail	Development of a trail head facilities
City	Tanner Road	Galimore	Brookridge	Neighborhood Infrastructure Enhancement Program
County	Tharpe Street Corridor	Capital Circle	Ocala Road	Widen to four-lanes, bike lanes, sidewalks
City	Trojan Trail PASS	Sutor Road	Connor Boulevard	PASS project, bike lanes, sidewalks
City	Victory Garden Lane			Neighborhood Infrastructure Enhancement Program
City	Weems Road PASS	Mahan Drive	Easterwood Drive	PASS project, bike lanes, sidewalks
City	Welaunee Boulevard	Capital Circle	Fleischmann Road	New four-lane road, bike lanes, sidewalks
City	Zillah Street	Paul Russell	Tram Road	PASS Project
Sources: Tallahassee and Leon County Transportation Improvement Plan for FY 2004-08; Tallahassee Capital Improvement Program; Leon County Capital Improvement Program				

2025 Bicycle and Pedestrian Draft Cost Feasible Plan
Bicycle and Pedestrian Projects with Committed Funding



COST FEASIBLE PROJECTS AND PROGRAMS

The table displays all projects in the Needs Plan, ranked in high, medium and low priority according to the prioritization methods discussed above. The following information is shown for each project:

- **Community Priority**: the overall project rankings
- **Jurisdictional Responsibility**: the entity that maintains each roadway or administers each program. If the value is NA, information was not available; this field will be completed for the final report.
- **Jurisdictional Priority**: how each project ranks among the projects for its jurisdiction. Projects with more than one jurisdiction were not ranked.
- **Mobility District** and **Project Number**
- **Location**
- **Project Type**: the basis for the cost estimate
- **Total Estimated Project Cost**: based on project type and length
- **Percent For Bicycle/Pedestrian**: the assumed percentage of the project cost that is for bicycle and pedestrian transportation (please see the Financial Resources Technical Memorandum for more information about the assumed percentages):
    - Bicycle lanes, paved shoulders, sidewalks, and shared-use paths – 100%
    - PASS project model – 40%
    - Restriping – 10%
    - Reconstruction – 4%
- **Estimated Bicycle/Pedestrian Cost:** the percentage of the Total Estimated Project Cost assumed to be for bicycle and pedestrian facilities
- **Cumulative Percentage**: represents the percentage of the total estimated cost for all projects up to and including that one; when this number reaches 100%, all available funding (currently estimated as $199,532,500) has been used.

At the top of the Cost Feasible Plan are the key programs intended to address bicycle and pedestrian issues that are not detailed in the Cost Feasible plan but which may need attention over the life of the plan: Access to Schools; Education, Encouragement, and Enforcement Programs; Facility Inventory and Maintenance; and Retrofit Projects (signals, intersections, and restriping).

The heavy black line near the top of the table indicates the limits of available funding; the total of all unfunded projects above the line is approximately $24 million, the amount calculated to be 'discretionary' for bicycle and pedestrian projects.

Table 5 Recommended Cost-Feasible Plan

Community Priority	[illegible] Responsible	[illegible] Priority	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] Cost	Estimated [illegible] Bicycle/Ped. [illegible] Funding	Cumulative Total Cost
1	City, County, State, School Board				Access to Schools		12,112,000	100%	$ 12,112,000.00
2	City, County, State				Education, Encouragement, and Enforcement		6,388,000	100%	$ 18,500,000.00
3	City, County, State				Signal, Intersection, and Striping Retrofit Program		13,691,200	100%	$ 32,191,200.00
4	City, County, State				Facility Inventory and Maintenance Program		250,000	100%	$ 32,441,200.00
5	NA		Central	8	St. Marks Trail Extension	Shared-use path	517,436	100%	$ 32,958,600.00
6	City	1	Central	8	MLK Jr. Blvd. from N. Monroe Street to FAMU Way	Bicycle Route	1,475	100%	$ 32,960,100.00
7	State	1	Northeast	10	Apalachee Parkway from Magnolia to Capital Circle	Reconstruction	7,106,608	100%	$ 40,066,700.00
8	State	2	Central		Tennessee Street from Ocala to Magnolia	Feasibility study for street enhancements and possible lane reductions	80,000	100%	$ 40,146,700.00
9	City	2	Central	10.5	One-way pairs: Duval/Bronough and Gadsden/Calhoun	Evaluate the most desirable cross-section	80,000	100%	$ 40,226,700.00
10	State	3	Central	7.5	Tennessee Street from Dewey to Franklin (contingent upon results of feasibility study)	Restripe & add sidewalks	3,909,212	10%	$ 40,617,600.00
11	State	4	South	10.5	Orange Avenue from Lake Bradford Road to Monroe Street	Reconstruction	8,742,000	100%	$ 49,359,600.00
12	City	3	Central	10.5	Park Avenue from Copeland to Capital Circle	Bicycle Route	2,322	100%	$ 49,361,900.00
13	City, County		Northeast	10.5	Belton Road from Rhodes Way to Centerville Road	Bicycle Route	1,014	100%	$ 49,362,900.00
14	State	5	South	10.5	Lake Bradford Road from Orange Avenue to Springhill	Restripe	72,690	10%	$ 49,370,200.00
15	County	1	Central	10.5	Magnolia Drive from Monroe Street to Apalachee Parkway	PASS	8,532,200	40%	$ 52,783,100.00
16	County	2	Northwest	10.5	N. Monroe Street from Capital Circle to Allen Road	Restripe	3,392,594	10%	$ 53,122,400.00
17	County	3	Central	9	Brevard Street from Call Street to Miccosukee Road	Restripe	1,045,950	10%	$ 53,227,000.00
18	County	4	N'theast	9	Magnolia Drive from 7th Avenue to Apalachee Parkway	Restripe	843,346	10%	$ 53,311,300.00
19	City, County		Northwest	9	Thorpe Street from Ocala Road to Monroe Street	Median	2,742,062	10%	$ 53,585,500.00
20	County	5	Northeast	6	Buck Lake Road from Pedrick Road to Rutledge Road	PASS	2,034,226	40%	$ 54,399,200.00

MPO

Community Priority	Jurisdictional Responsibility	Jurisdictional Priority	[illegible]	[illegible]	[illegible]	Project	Total Estimated Project Cost	Estimated Project % for Bicycle/Pedestrian Facilities	Cumulative Total Cost
21	City, State		South	7	Paul Russell Road from S. Adams Street to Monroe and from Jim Lee to Blair Stone	PASS	4,790,800	40%	$ 56,315,500.00
22	City, FAMU		South	7	MLK Jr. Blvd. from FAMU Way to Palmetto	PASS	3,255,120	40%	$ 57,617,500.00
23	City, County		Northwest	9	Meridian Road from Ox Bottom Road to Fairgrounds	Bicycle Route	6,582	100%	$ 57,624,100.00
24	State	6	Northwest	11	Pensacola Street from Capital Circle Southwest to Stadium Drive	Reconstruction	9,191,776	100%	$ 66,815,900.00
25	City	4	Northwest	7	Glenview Drive from Monroe Street to Thomasville	Bicycle Route	39,295	100%	$ 66,855,200.00
26	City	5	Central	10.5	Sixth Avenue and Seventh Avenue from N. Monroe Street to Centerville Road	Restripe	2,266,287	10%	$ 67,081,800.00
27	County	21	Northwest	10.5	Old Bainbridge Road from I-10 to Brevard Street	Reconstruction	9,047,808	100%	$ 135,985,700.00
28	NA		Northwest	10.5	Capital Circle Northwest from Fred George to I-10	Bicycle Lanes	112,308	100%	$ 76,241,908.00
29	State	7	Northwest	10.5	Capital Circle Northwest from Tennessee to Pensacola	Bicycle Lanes	217,207	100%	$ 76,459,108.00
30	State	8	Northeast	10	Thomasville Road from I-10 to 7th Street	Restripe & add sidewalks	5,571,111	10%	$ 77,016,208.00
31	State	23	Northwest		Tennessee Street from Appleyard to Ocala	Bicycle lanes	791,575	100%	$ 212,095,308.00
32	State	9	Central	9.5	Tennessee Street from Ocala to Dewey (contingent upon results of feasibility study)	Restripe	919,662	10%	$ 77,899,808.00
33	State	10	South	9.5	S. Monroe Street from Magnolia to Gaile Avenue	Medians	1,819,990	10%	$ 78,081,808.00
34	NA		South	9.5	Neighborhood streets to the east and west of FAMU	Sidewalks	13,983,792	100%	$ 92,065,608.00
35	NA		South	9.5	Coleman Street from Walcott Street to Lake Bradford Road and Walcott Street from Coleman Street to Lake Bradford Road	Sidewalks	2,105,664	100%	$ 94,171,308.00
36	State	11	Central	9	Apalachee Parkway frontage roads	Sidewalks	3,919,872	100%	$ 98,091,208.00
37	NA		South	8.5	Jackson Bluff Road from Appleyard to Lake Bradford	Sidewalks	2,266,176	100%	$ 100,357,408.00
38	State	12	Central	8.5	N. Monroe Street from Virginia to Apalachee Parkway	Restripe	481,817	10%	$ 100,405,608.00
39	State	13	Central	8.5	Pensacola Street from Stadium to MLK Jr. Boulevard	Restripe	707,341	10%	$ 100,476,308.00

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] Project Cost	Estimated Proportion for Bicycle/Pedestrian [illegible]	Cumulative Total Cost
40	City, State		Central	8.5	St. Augustine Street from Stadium Drive to Meridian Street	Restripe	827,835	10%	$ 100,559,108.00
41	NA		South	5.5	Innovation Park Trail along Roberts Road, Iamonia Street, Stuckey Avenue, Gamble Street	Shared-use path	940,538	100%	$ 101,499,608.00
42	State	14	Central	8	Call Street from Copeland Street to Satsuma Street	Bicycle Route	39,708	100%	$ 101,539,308.00
43	City	6	South		Bloxham Street from Railroad to Myers Park Drive	Bicycle Route	498	100%	$ 101,539,808.00
44	City, State		Central	8	Pensacola Street from MLK Jr. Boulevard to Monroe Street	Restripe	257,224	10%	$ 101,565,508.00
45	County	6	Northeast	8	Old St. Augustine Road from Indian *Head Drive* to Capital Circle Canopy Road	Bicycle Lanes	307,793	100%	$ 101,873,308.00
46	County	7	Northeast	8	Miccosukee Road from Capital Circle *to the* Miccosukee Greenway Canopy Road	PASS	11,543,400	40%	$ 106,490,708.00
47	State	15	Northeast	8	Apalachee Parkway from Capital Circle to Jefferson County	Paved Shoulder	1,152,083	100%	$ 107,642,808.00
48	City	7	Northwest	8	Fred George Road from Capital Circle Northwest to Lake Jackson Mounds State Archeological Site	Bicycle Lanes	341,114	100%	$ 107,983,908.00
49	City	8	South	8	Belle Vue Way from Mabry Street to Heyden Road	PASS	3,560,304	40%	$ 109,408,008.00
50	City	9	South	8	Palmetto Street from MLK Jr. Boulevard to Monroe Street	PASS	1,164,240	40%	$ 109,873,708.00
51	County	8	South	8	Springhill Road from Orange Avenue to the GF&A Trail	Paved Shoulder	763,805	100%	$ 110,637,508.00
52	State	16	Central	7.5	S. Monroe Street from Apalachee Parkway to Magnolia Drive	Reconstruction	4,101,664	100%	$ 114,739,208.00
53	County	9	Central	7.5	Miccosukee Road from Meridian Street to Magnolia Drive	Restripe	656,329	10%	$ 114,804,808.00
54	County	10	Northeast	7.5	Timberlane Road from Meridian Street to Thomasville Road	PASS	6,621,120	40%	$ 117,453,208.00
55	County	11	Northwest	7.5	Fred George Road from Mission Road to N. Monroe Street	Sidewalks	575,520	100%	$ 118,028,708.00
56	City, FAMU		South	7.5	Wahnish Way from FAMU Way to Osceola Avenue	Bicycle Lanes	222,144	100%	$ 118,250,808.00

Community Priority	Project Responsibility	Jurisdictional Priority	Planning District	Map ID	Project	Project Description	Estimated Project Cost	Estimated Proportion for Bicycle/Pedestrian Facilities	Cumulative Total Cost
57	City	10	Central	7	Adams Street from N. 1st Street to Pensacola Street	Restripe	406,106	10%	$ 118,291,408.00
58	State	17	Central	7	Adams Street from Gaines Street to Magnolia	Restripe	685,646	10%	$ 118,360,008.00
59	NA		Northeast	10	Blair Stone Road from Governors Square Boulevard to Orange Avenue	Restripe & add sidewalks	5,566,616	10%	$ 118,916,708.00
60	State	18	Central	9	Apalachee Parkway from Monroe Street to Frontage roads	Sidewalks	1,188,160	100%	$ 120,104,908.00
61	State	19	Northeast	7	Mahan Drive from Magnolia to Capital Circle Northeast	Reconstruction	7,120,064	100%	$ 127,225,008.00
62	NA		Northeast	7	Roberts Road from Centerville Road to Miccosukee Road and Crump/Chaires Cross Road from Miccosukee Road to Apalachee Parkway	Paved Shoulder	1,386,179	100%	$ 128,611,208.00
63	County	12	South	7	Tram Road from Capital Circle Southeast to W.W. Kelley Road: Add paved shoulder	Paved Shoulder	832,870	100%	$ 129,443,908.00
64	NA		South	7	WW Kelley Road, Apalachee Parkway to Tram Road	Paved Shoulder	539,440	100%	$ 129,983,308.00
65	County	13	South	7	Tram Road from Old Plank Road to Jefferson County	Paved Shoulder	372,461	100%	$ 130,355,808.00
66	City, State		Central	6.5	Tennessee Street from Franklin to Magnolia (contingent upon results of feasibility study)	Restripe	400,421	10%	$ 130,395,808.00
67	NA		South	6.5	Ross Road from Crawfordville Road to Woodville Highway	Sidewalks	1,924,560	100%	$ 132,320,408.00
68	State	20	Central	6	Apalachee Parkway at Marriott Drive to Seminole Drive at Lafayette Street (by Parkway Center)	Shared-use path	51,837	100%	$ 132,372,208.00
69	County	14	Northeast	6	Pedrick Road from Mahan Drive to JR Alford Greenway	Sidewalks	5,197,632	100%	$ 137,569,808.00
70	NA		Northwest	6	Perkins Road from Old Bainbridge Road to N. Monroe Street	Sidewalks	756,096	100%	$ 138,325,908.00
71	County	15	Northwest	6	Fulton Road from Sharer Road to Steele Drive	Sidewalks	606,144	100%	$ 138,932,008.00
72	NA		Northwest	6	End of Ocala Road Trail at Ocala Road (0.25 mile south of Tennessee Street)	Sidewalks	187,968	100%	$ 139,120,008.00
73	County	16	South	6	Tram Road from S. Monroe Street to Capital Circle	PASS	11,836,440	40%	$ 143,864,808.00

Community Priority	Jurisdiction Responsibility	[illegible] Priority	[illegible] District	[illegible]	[illegible]	[illegible]	[illegible] Project Cost	Estimated Proportion for Bicycle Pedestrian [illegible]	Cumulative Total Cost
74	City	11	Central	5.5	10th Avenue at Duval Street to Monroe at Legion Street	Shared-use path	111,613	100%	$ 143,988,208.00
75	NA		Northeast	5.5	Bannerman / Bradfordville Road from Meridian Road to Centerville Road	Bicycle Lanes	1,025,688	100%	$ 144,991,908.00
76	City	12	Northeast	5.5	Live Oak Plantation Road from Meridian Road to Thomasville Road	Bicycle Route	955	100%	$ 144,992,908.00
77	State	21	Northeast	5.5	Centerville Road from Doomar to Fleischmann Canopy Road	Sidewalks	4,802,688	100%	$ 149,795,608.00
78	City	13	Central	5	Gaines Street/Myers Park Drive/Circle Drive from Meridian Street to Magnolia Drive	Bicycle lanes	225,289	100%	$ 150,020,908.00
79	NA		Northeast	5	Dempsey Mayo Road from Miccosukee Road to Mahan Drive	Reconstruction	2,832,192	100%	$ 152,853,108.00
80	City	25	Northeast	5	Buck Lake Road from Rutledge to Chaires Cross Road	Bicycle Lanes	2,034,226	100%	$ 154,887,308.00
81	City	14	Central	4.5	Colonial Drive from Thomasville to 8th Avenue	Sidewalks	918,720	100%	$ 155,806,008.00
82	State	22	South	4.5	Woodville Highway from Page Road to Larchmont Lane	Sidewalks	918,720	100%	$ 156,724,708.00
83	City	15	Central	4	Lucy Street from Hillcrest Street to Magnolia Drive and Hillcrest Street from Miccosukee Road to Lucy Street	Sidewalks	1,026,432	100%	$ 157,751,108.00
84	City, County		South	4	Southwood Plantation Road from Apalachee Parkway to SouthWood trails	Bicycle Route	1,585	100%	$ 157,752,708.00
85	City	16	Northeast	3.5	Trescott Drive from Armistead to Belton	Restripe	390,488	10%	$ 157,791,708.00
86	City	17	Northeast	3.5	Deerlake Road	Sidewalks (extend existing)	4,065,600	100%	$ 161,857,308.00
87	NA		South	3.5	Blountstown Highway at Ft. Braden Elementary	Sidewalks	887,040	100%	$ 162,744,308.00
88	County	17	Northeast	3	Chaires Cross Road from Green Oak Drive to Capitola Road	Reconstruction	2,962,864	100%	$ 165,707,208.00
89	County	18	Northeast	3	Centerville Road from Shamrock to Roberts Road Canopy Road	Sidewalks	1,495,296	100%	$ 167,202,508.00
90	City	18	Northeast	3	Velda Dairy Road from Bradfordville Road to Kerry Forest Parkway	Sidewalks	3,664,320	100%	$ 170,866,808.00
91	City	19	Northeast	3	Shamrock N. and Shamrock E. from Shannon Lakes to Centerville Road	Sidewalks	4,781,568	100%	$ 175,648,408.00

Community Priority	Jurisdictional Responsibility	Jurisdictional Priority	Planning District	Tier	Location	Project	Project Cost	Estimated Percentage for Bicycle/Pedestrian	Cumulative Total Cost
92	County	19	Northwest	3	Old Bainbridge/Orchard Pond Road from Capital Circle Northwest to Meridian Road	Paved Shoulder	1,074,190	100%	$ 176,722,608.00
93	City	26	South	3	Old Plank Road from Tram Road to Natural Bridge Road	Paved Shoulder	787,994	100%	$ 177,510,608.00
94	Private		Northeast	2.5	Welaunee Boulevard from Fleischmann Road to Centerville Road	Reconstruction	12,972,960	100%	$ 190,483,608.00
95	City	20	South	2.5	Shumard Oak Boulevard	Bicycle Route	568	100%	$ 190,484,208.00
96	NA		South	2.5	Natural Bridge Road from Woodville Highway to Taff Road	Bicycle Lanes	72,690	100%	$ 190,556,908.00
97	City	21	South	2.5	Blountstown Road from Bloxham Cutoff to Wakulla County line	Paved Shoulder	1,071,598	100%	$ 191,628,508.00
98	County	22	Northeast	2	Ox Bottom Road from Meridian to Thomasville Road	PASS	12,925,440	40%	$ 196,798,708.00
99	City	22	Northeast	2	Maclay Road from Meridian to Thomasville Road	PASS	8,371,440	40%	$ 200,147,308.00
100	City	23	Northeast	2	Goose Pond Trail connection from Mahan Drive to Capital Circle	Shared-use path	121,420	100%	$ 200,268,708.00
101	NA		South	2	Natural Bridge Road from Taff Road to Old Plank Road	Paved Shoulder	627,433	100%	$ 200,896,108.00
102	City	24	Northeast	1.5	Beech Ridge Trail/Lawton Chiles Lane	Sidewalks	1,493,184	100%	$ 202,389,308.00
103	NA		Northwest	1.5	Around Lake Jackson to connect Lake Jackson Mounds State Archaeological Site, boat ramps, and Phipps Park/Maclay State Gardens	Shared-use path	6,204,095	100%	$ 208,593,408.00
104	NA		South	1.5	Utility easement on Wakulla Springs Road and Blueprint 2000 trail alignment	Shared-use path	2,979,927	100%	$ 211,573,308.00
105	County	20	Northwest	0	Old Bainbridge Road from Capital Circle to I-10	Bicycle Lanes	522,038	100%	$ 212,095,308.00

BICYCLE AND PEDESTRIAN SUPPORTIVE POLICIES

In addition to implementing specific programs and construction of capital facilities, the success of the Bicycle and Pedestrian Master Plan depends on supportive policies that encourage and promote the use of non-motorized transportation alternatives.

MULTI-MODAL TRANSPORTATION DISTRICT

Special transportation districts were created by the legislature to offset the tendency for concurrency requirements to create urban sprawl and discourage use of non-auto modes. This is accomplished by allowing development activity to occur in certain locations. In these locations, it may not be feasible or desirable to build additional automobile capacity. Multi-modal Transportation Districts (MTDs) provide the policy framework that allows compact, mixed use pedestrian-scaled or transit-oriented development to occur where automobile capacity may be limited. A MTD will not solve an automobile concurrency problem, but it will provide a community with the tools to create or recreate a pedestrian/transit-friendly urban environment where residents and employees realistically have alternatives to automotive transportation. The focus of MTDs is on urban form rather than replacing existing auto traffic. Transportation professionals generally agree that any excess auto capacity created by diverting person trips to non-auto modes will soon be replaced by latent traffic demand.

Through coordination with Leon County and City of Tallahassee growth management departments, the MPO should establish one or more multi-modal transportation districts to give priority to increased use of non-auto transportation modes. As described in the Issues and Options Report, Multi-modal Transportation Districts must be consistent with FDOT guidance.

Rather than the city and county's current focus on either roadway level of service as a concurrency tool, or excepting targeted redevelopment and infill areas from concurrency altogether, the Multi-modal Transportation District changes the definition for transportation concurrency, and requires establishment of multi-modal level of service standards and identification of specific projects to achieve the desired LOS. In lieu of making road capacity modifications to achieve acceptable level of service, the multi-modal transportation district gives primary emphasis to making multi-modal system enhancements, improving pedestrian-supportive design and enhancing street connectivity (versus merely widening to achieve a roadway service volume target).

It is suggested that the community start with one pilot program in an area that meets the minimum FDOT criteria (e.g., about two miles in area, with a sufficient mix of land use uses and network of roadways) as a test case. The district should include one or more roadways with roadway LOS E or F, and no committed road widening projects. Having transit service and a poor bicycle or pedestrian LOS is not necessary, but would make the district potentially more effective. Ideally,

this should be a targeted redevelopment area or a place with new development potential. On that basis, candidate locations for application of the first Multi-modal Transportation District include:

- An area of the South Monroe Street Corridor, bounded by Gaile Street on the south, Pasco on the west, Gaines/Madison on the north and Magnolia/Jim Lee on the east. This area encompasses much of the South Monroe Sector Plan area, the proposed Campbell Connector Trail, the Leon County Fairgrounds and Florida A&M University. It has significant diversity of land uses and potential for redevelopment along Orange Avenue.
- An area of the Pensacola Street Corridor, generally bounded by Blountstown Highway on the west, Orange/Lake Bradford Road on the south, Florida State University on the east and Tennessee Street on the north. This area includes TCC, Innovation Park and a lot of multi-family residential land uses.

The Comprehensive Plan will have to be amended to designate the district. Following amendment of the plan, analysis and procedural steps include identifying existing multi-modal LOS, establishing multi-modal LOS standards, developing a list of projects needed to achieve the desired bicycle, pedestrian and transit LOS, preparing urban design standards to support the district's LOS objectives, and identification of a minimum funding commitment (in addition to developer mitigation requirements), such as through a Community Redevelopment Area.

PEDESTRIAN-SUPPORTIVE DEVELOPMENT REVIEW

The City and County should establish consistent development review policies that require new development proposals to conduct a pedestrian and bicycle accessibility audit of the site as part of the site plan submittal and review process. There is a similar policy in place in Wilmington, Delaware. Essentially, the Land Development Regulations would require an applicant to identify pedestrian desire lines (e.g., to transit stops, commercial uses, schools, parks, etc.) within a quarter to a half-mile of the project site, and identify the supporting facilities and any potential barriers or deficiencies that may reduce optimal access. Mitigation of the barriers or gaps may be completed as a developer commitment, or in lieu of transportation impact fees. Importantly, this policy would assist local governments in more consistently scrutinizing the linkages between developments, and identifying potential site plan modifications that would reduce the walking distance between buildings and eliminate automobile-pedestrian conflict points.

Application of this policy may be tied to specific zoning districts (e.g., mixed-use or urban pedestrian zones) or geographic areas (e.g., multi-modal transportation districts or redevelopment areas), but it would be better to make it a uniform policy for all new development or redevelopment projects larger than a single-family home. It is important that the policy be reasonably consistent between Leon County and the City of Tallahassee to avoid conflicts. Specific implementation incentives to encourage developer mitigation of deficiencies could relate to density

bonuses, relief from transportation concurrency, or other mechanisms that support city and county growth management objectives.

RESTRICT RIGHT TURNS ON RED

Numerous public workshop participants have expressed concern about their lack of visibility at intersections, and sense a lack of personal safety when crossing the street. At key intersections, such as within a defined area of the downtown core and intersections with audible signals, strong consideration should be given to a policy that restricts right turns on red. This policy would need to be worked out between FDOT and the City or County public works/traffic engineering departments, considering roadway jurisdictional responsibilities. Rather than a blanket policy restricting right turns on red (RTOR) throughout downtown, this would likely need to be assessed at signalized intersections within the downtown core on a case-by-case basis with the objective of restricting RTOR at all potential pedestrian emphasis intersections and corridors. Examples include Tennessee at Monroe, Park at Monroe, Jefferson at Monroe and MLK at Tennessee.

'LIVABLE' LANE WIDTHS

Due to right-of-way constraints, every possible alternative should be identified to modify roadway lane widths for greater accommodation of bicycle and sidewalk facilities. Narrow lanes are possible under Florida's Livable Community Policy guidelines and there are speed reduction advantages to using narrower lanes on many facility types. This Bicycle and Pedestrian Master Plan identifies those corridors in which it is desirable to apply a livable lane widths policy. The policy may not result in immediate changes, but would govern the restriping or reconstruction of a roadway when it is resurfaced or when drainage projects are undertaken.

Candidates include sections of Monroe, Gaines and Tennessee Streets in, and adjacent to, downtown Tallahassee and the universities, as well as other low-speed and moderate-speed corridors identified in the recommended projects. This would also be particularly applicable to downtown one-way streets, which would potentially enable restriping to accommodate a bicycle lane or wide curb lane even if their one-way designation remains.

Consistent with the livable lane widths concept is to approach these corridors where vehicle traffic flow is more important than speed. Traffic control measures, such as signals, roundabouts and intersection design elements (e.g., curb extensions and refuge medians at crosswalks), should be employed to promote slower, but steady traffic flow versus traffic speed.

One way to implement this policy would be for the MPO to establish one or more pilot pedestrian and bicycle emphasis corridors, in which traffic speeds will be lowered and enhancements provided to begin transforming these corridors into more pedestrian- and bicycle-friendly routes. This issue

should be discussed with all infrastructure agencies and through the BikeWalk Network to determine which facility segments would be initial candidates for a livable lane widths policy.

TRANSIT PROMOTION

From the premise that all transit riders are pedestrians or cyclists for at least part of their trip, a strong local public transit system is an important ingredient for increased walking and bicycling. In fact, these modes complement each other in many ways. Where walking is a supported and feasible mode of transportation, transit generally has much greater patronage and public acceptance. There are several options the City, County and University community should consider to promote complementary transit and non-motorized policies:

- City and County growth management staff should consider development incentives such as flexible design options and density bonuses for new multi-family residential developments located within ½ mile of a bus route and with heavy FSU, FAMU or TCC student populations, when these developments are designed to accommodate bicycle, pedestrian, and transit transportation.
- Florida State University and Florida A&M University should consider providing monthly transit passes to faculty, staff and students, and limit the amount of parking available. A combination of these two conditions would support the reduction of congestion on the concurrency facilities, encourage urban infill, and encourage more pedestrian-oriented development in and around the campus areas, which would even further perpetuate the trend.
- Designate Transit Emphasis Corridors in the community where transit service is, or planned to be, frequent and operating within a longer span of service. In those corridors, the City and County would adopt transit-supportive design guidelines and require an increased level transit infrastructure. This policy would encourage creation of an "adopt a bus stop" program to provide safe, accessible, high-quality bus stops throughout the transit system. Each stop needs a place to sit, shade/shelter, information and an accessible route – a challenge within existing budgets, but a necessary improvement to get people on the bus (and walking).

SUMMARY

With so many effective and desired bicycle and pedestrian projects and program in Tallahassee and Leon County, it is challenging to identify priorities and narrow the list down into a recommended Cost Feasible Plan. Yet, through public participation, technical evaluation and professional judgment that considered an assessment of system connectivity and cost affordability, this technical memorandum presents a recommended list of priorities for funding by the Tallahassee-Leon

County MPO and its partners. This document will form the basis for a scheduled public hearing by the MPO in May to adopt the 2025 Cost Feasible Plan for the Bicycle and Pedestrian Master Plan.

Based on the results of the April 1st public workshop, citizens who participated place a priority on projects that close gaps in the bicycle and pedestrian network, overcome barriers and provide connectivity to key community focal points and destinations. Such projects are the lynchpins of an effective system that improves accessibility for users of all ages and abilities. That preference is followed closely by projects that help transform the county's major roadways into more hospital corridors for bicycling and walking. Such corridors are the most visible and challenging roadways in the urban area because of their heavy traffic volumes and the number of commercial, educational and governmental buildings. Cyclists and pedestrians depend on these roadways because often they provide the most direct and convenient connections to desired destinations, and are locations with the greatest amount of public transportation service.

The projects and programs that do not emerge high enough in the final rankings to receive funding in the Cost Feasible Plan will remain listed as priority needs. As such, they will be eligible for potential grant funding from various sources, and can serve as possible mitigation projects for new development and redevelopment that is attempting to manage or resolve transportation concurrency and traffic congestion problems. In addition, the final disposition of projects in the Cost Feasible Plan may entail a refinement of the project scope and exact alignment. As the project moves into preliminary engineering and design, there may be adjustments needed in the exact strategy and location to improve the project's feasibility and constructability. These adjustments are standard for roadways, and bicycle/pedestrian projects are no different. As with all transportation plans, the Bicycle and Pedestrian Master Plan will be a document that is part of the continuous MPO planning process, and updates, refinements and additions are to be expected.

APPENDIX A RESULTS OF TECHNICAL EVALUATION

Table 6 Ranked Projects in All Mobility Districts

MOBILITY DISTRICT	NEEDS PLAN MAP #	EVALUATION SCORE	PROJECT LOCATION AND DESCRIPTION
Northwest	3	11	Pensacola Street from Capital Circle Southwest to S. Monroe Street: Urban/Suburban Corridor
Central	12	10.5	6th Avenue and 7th Avenue from N. Monroe Street to Centerville Road: Urban/Suburban Corridor
Central	13	10.5	One-way pairs: Duval/Bronough and Gadsden/Calhoun: Evaluate the most desirable cross-section
Central	17	10.5	Magnolia Drive from S. Adams Street to Apalachee Parkway: Urban/Suburban Corridor
Central	19	10.5	Park Avenue from Copeland to Capital Circle: Establish Bicycle Route
Northeast	20	10.5	Betton Road from Rhodes Way to Centerville Road: Designate Bicycle Route
Northwest	1	10.5	N. Monroe Street from Capital Circle to Bradford Road: Suburban/Rural Corridor
Northwest	5	10.5	Old Bainbridge Road from I-10 to Brevard Street: Urban/Suburban Corridor
Northwest	12	10.5	Capital Circle Northwest from N. Monroe to Pensacola: Add bicycle lanes
South	2	10.5	Lake Bradford Road from Orange Avenue to Gaines Street
South	7	10.5	Orange Avenue from Lake Bradford Road to Monroe Street: Add bicycle lanes
Northeast	1	10	Apalachee Parkway from Magnolia to Capital Circle: Urban/Suburban Corridor
Northeast	4	10	Thomasville Road from I-10 to 7th Street : Urban/Suburban Corridor
Northeast	12	10	Blair Stone Road from Park Avenue to Orange Avenue: Urban/Suburban Corridor
Northwest	7	10	Tharpe Street from Capital Circle to San Luis Road: Suburban/Rural Corridor
Central	3	9.5	N. Monroe Street from Bradford to Virginia: Urban/Suburban Corridor
Central	7	9.5	Tennessee Street from Ocala to Dewey: Urban/Suburban Corridor
Central	14	9.5	Gaines Street from Stadium Drive to Meridian Street: Urban/Suburban Corridor
South	1	9.5	S. Monroe Street from Magnolia to Gaile Avenue

MOBILITY DISTRICT	NEEDS PLAN MAP #	EVALUATION SCORE	PROJECT LOCATION AND DESCRIPTION
South	25	9.5	Neighborhood streets to the east and west of FAMU
South	28	9.5	Coleman Street from Walcott Street to Lake Bradford Road and Walcott Street from Coleman Street to Lake Bradford Road: Add sidewalks on both sides of road
Central	1	9	Apalachee Parkway from Monroe Street to Magnolia Drive: Suburban/Rural Corridor
Central	2	9	Apalachee Parkway frontage roads: Urban Corridor
Central	23	9	Brevard Street from Call Street to Miccosukee Road::Add bicycle lanes
Northeast	14	9	Magnolia Drive from 7th Avenue to Apalachee Parkway: Add bicycle lanes
Northwest	8	9	Tharpe Street fromOcala to Monroe Street
Northwest	9	9	Meridian Road from Ox Bottom Road to Fairgrounds: Establish Bicycle Route
Central	4	8.5	N. Monroe Street from Virginia to Apalachee Parkway: Urban Corridor
Central	15	8.5	Pensacola Street from Ocala Road to MLK Jr. Boulevard: Urban/Suburban Corridor
Central	21	8.5	St. Augustine Street from Stadium Drive to Meridian Street: Add bicycle lanes
South	4	8.5	Jackson Bluff Road from Appleyard to Lake Bradford
Central	10	8	Call Street from Copeland Street to Satsuma Street: Urban Corridor
Central	16	8	Pensacola Street from MLK Jr. Boulevard to Monroe Street: Urban Corridor
Central	18	8	MLK Jr. Blvd. from N. Monroe Street to FAMU Way: Establish Bicycle Route
Northeast	7	8	Buck Lake Road from Mahan to Rutledge Road: Urban/Suburban Corridor
Northeast	15	8	St. Augustine Road from Indian Head Drive to Capital Circle: Add bicycle lanes
Northeast	22	8	Miccosukee Road from Capital Circle to the Miccosukee Greenway: :Add paved shoulder
Northeast	24	8	Apalachee Parkway from Capital Circle to Jefferson County: Add paved shoulder
Northwest	14	8	Fred George Road from Capital Circle Northwest to Lake Jackson Mounds State Archeological Site: Add bicycle lanes
South	3	8	Belle Vue Way from Mabry Street to Hayden Road
South	6	8	Palmetto Street from MLK Jr. Boulevard to Adams Street
South	10	8	Springhill Road, Orange Avenue to the GF&A Trail: Add paved shoulder
Central	25	8	St. Marks Trail Extension
Central	5	7.5	S. Monroe Street from Apalachee Parkway to Magnolia Drive: Urban/Suburban Corridor

MOBILITY DISTRICT	NEEDS PLAN MAP #	EVALUATION SCORE	PROJECT LOCATION AND DESCRIPTION
Central	8	7.5	Tennessee Street from Dewey to Franklin: Urban Corridor
Central	22	7.5	Miccosukee Road from Meridian Street to Magnolia Drive: Add bicycle lanes
Northeast	26	7.5	Timberlane Road from Meridian Street to Thomasville Road: Add sidewalks
Northwest	6	7.5	Fred George Road from Mission Road to Fred George fork: Urban/Suburban Corridor
South	20	7.5	Wahnish Way from Pensacola Street to Orange Avenue: Add bicycle lanes
Central	11	7	Adams Street from N. 1st Street to Pensacola Street : Urban Corridor
Central	24	7	Adams Street from Gaines Street to Magnolia: Add bicycle lanes
Northeast	3	7	Mahan Drive from Magnolia to Capital Circle Northeast: Suburban/Rural Corridor
Northeast	16	7	Roberts Road from Centerville Road to Miccosukee Road and Crump/Chaires Cross Road from Miccosukee Road to Apalachee Parkway: Add paved shoulders
Northwest	11	7	Glenview Drive from Monroe Street to Thomasville: Establish Bicycle Route
South	5	7	Paul Russell Road from S. Adams Street to Blair Stone Road
South	9	7	Tram Road from Capital Circle Southeast to W.W. Kelley Road: Add paved shoulder
South	11	7	WW Kelley Road, Apalachee Parkway to Tram Road: Add paved shoulder
South	15	7	MLK Jr. Blvd. from FAMU Way to Palmetto: Add bicycle lanes
South	16	7	Tram Road from Old Plank Road to Jefferson County: Add paved shoulders
Central	9	6.5	Tennessee Street from Franklin to Magnolia: Urban/Suburban Corridor
Northeast	13	6.5	Nurses Drive (new street): Design and implement as Urban/Suburban Corridor
South	27	6.5	Ross Road from Crawfordville Road to Woodville Highway: Add sidewalks on both sides of road
Northeast	28	6	Pedrick Road from Mahan Drive to JR Alford Greenway: Add sidewalks on both sides of the street
Northwest	4	6	Appleyard Drive from Tennessee Street to Jackson Bluff Road: Urban/Suburban Corridor
Northwest	16	6	Perkins Road from Old Bainbridge Road to N. Monroe Street: Add sidewalks on both sides of the street
Northwest	17	6	Fulton Road from Sharer Road to Steele Drive: Add sidewalks on both sides of the street

MOBILITY DISTRICT	NEEDS PLAN MAP #	EVALUATION SCORE	PROJECT LOCATION AND DESCRIPTION
Northwest	18	6	End of Ocala Road Trail at Ocala Road (0.25 mile south of Tennessee Street): Widen sidewalk
South	8	6	Tram Road from S. Monroe Street to Capital Circle: Add bicycle lane
Central	27	6	Apalachee Parkway at Marriott Drive to Seminole Drive at Lafayette Street (by Parkway Center): Create a pedestrian cut-through
Northeast	17	5.5	Bannerman / Bradfordville Road from Meridian Road to Centerville Road: Add bicycle lanes; Coordinate with development of Welaunee to ensure continuity
Northeast	18	5.5	Live Oak Plantation Road from Meridian Road to Thomasville Road: Designate Bicycle Route
Northeast	30	5.5	Centerville Road from Capital Circle to Fleischmann: Add sidewalks
Central	26	5.5	10th Avenue at Duval Street to Monroe at Legion Street: Create a pedestrian cut-through
South	23	5.5	Innovation Park Trail along Roberts Road, Iamonia Street, Stuckey Avenue, Gamble Street: Create a paved shared-use path
Central	20	5	Gaines Street/Myers Park Drive/Circle Drive from Meridian Street to Magnolia Drive: Add bicycle lanes
Northeast	6	5	Sutor Road from Trojan Trail to Apalachee Parkway: Urban/Suburban Corridor
Northeast	8	5	Dempsey Mayo Road from Miccosukee Road to Mahan Drive: Urban/Suburban Corridor
Northeast	21	5	Buck Lake Road from Rutledge to Chaires Cross Road: Add bicycle lanes
Northeast	27	5	Armistead Road from Thomasville Road to Woodgate Way: Add sidewalks
Central	29	4.5	Colonial Drive from Thomasville to 6th Avenue: Add sidewalks
South	29	4.5	Woodville Highway from Page Road to Larchmont Lane: Add sidewalks
Central	28	4	Lucy Street from Hillcrest Street to Magnolia Drive and Hillcrest Street from Miccosukee Road to Lucy Street: Add sidewalks on both sides of street
South	14	4	Southwood Plantation Road from Apalachee Parkway to SouthWood trails: Add paved shoulder
Northeast	19	3.5	Trescott Drive from Armistead to Betton: Add bicycle lanes
Northeast	33	3.5	Deerlake Road: Add sidewalks
South	26	3.5	Zillah Street from Paul Russell Road to Tram Road: Add sidewalks

MOBILITY DISTRICT	NEEDS PLAN MAP #	EVALUATION SCORE	PROJECT LOCATION AND DESCRIPTION
South	30	3.5	Blountstown Highway at Ft. Braden Elementary: Add sidewalks
Northeast	2	3	Chaires Cross Road from Green Oak Drive to Capitola Road: Suburban/Rural Corridor
Northeast	29	3	Centerville Road from Shamrock to Roberts Road: Add sidewalks on both sides of street
Northeast	32	3	Velda Dairy Road from Bradfordville Road to Kerry Forest Parkway: Add sidewalks
Northeast	34	3	Shamrock from Shannon Lakes to Centerville: Add sidewalks
Northwest	13	3	Old Bainbridge/Orchard Pond Road from Capital Circle Northwest to Meridian Road: Add paved shoulders
South	12	3	Capital Circle Southeast from Blair Stone Road to Tram Road: Add bicycle lanes
South	18	3	Old Plank Road from Tram Road to Natural Bridge Road: Add paved shoulders
Northeast	5	2.5	Thomasville Road from ½ mile north of Chiles High School to Kinhega Drive: Suburban/Rural Corridor
Northeast	9	2.5	Welaunee Boulevard from Fleischmann Road to Centerville Road: Design and implement as an Urban Corridor
Northwest	2	2.5	Meridian Road from Miller Landing to Maclay: Urban/Suburban Corridor
South	13	2.5	Shumard Oak Boulevard: Designate as Bicycle Route
South	19	2.5	Natural Bridge Road from Woodville Highway to Taff Road: Add bicycle lanes
South	21	2.5	Blountstown Road from Bloxham Cutoff to Wakulla County line: Add paved shoulder
Northeast	10	2	Ox Bottom Road from Meridian to Thomasville Road: Suburban/Rural Corridor
Northeast	11	2	Maclay Road from Meridian to Thomasville Road: Suburban/Rural Corridor
South	17	2	Natural Bridge Road from Taff Road to Old Plank Road: Add paved shoulders
Northeast	25	2	Goose Pond Trail connection from Mahan Drive to Capital Circle
Northeast	31	1.5	Beech Ridge Trail/Lawton Chiles Lane: Add sidewalks
Northwest	15	1.5	Around Lake Jackson: Build shared-use path around lake to connect Lake Jackson Mounds State Archaeological Site, boat ramps, and Phipps Park/Maclay State Gardens
South	24	1.5	Utility easement on Wakulla Springs Road and Blueprint 2000 trail alignment: Create a paved shared-use path
South	22	0.5	Gopher, Frog and Alligator Trail: Create a paved shared-use path

MOBILITY DISTRICT	NEEDS PLAN MAP #	EVALUATION SCORE	PROJECT LOCATION AND DESCRIPTION
Northwest	10	0	Old Bainbridge Road from Capital Circle to I-10: Add bicycle lanes

ATTACHMENT # 1
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Table 7 Top 10 Projects in Each District

Central

MAP #	SCORE	PROJECT LOCATION
12	10.5	6th Avenue and 7th Avenue from N. Monroe Street to Centerville Road: Urban/Suburban Corridor
13	10.5	One-way pairs: Duval/Bronough and Gadsden/Calhoun: Evaluate the most desirable cross-section
17	10.5	Magnolia Drive from S. Adams Street to Apalachee Parkway: Urban/Suburban Corridor
19	10.5	Park Avenue from Copeland to Capital Circle: Establish Bicycle Route
3	9.5	N. Monroe Street from Bradford to Virginia: Urban/Suburban Corridor
7	9.5	Tennessee Street from Ocala to Dewey: Urban/Suburban Corridor
14	9.5	Gaines Street from Stadium Drive to Meridian Street: Urban/Suburban Corridor
1	9	Apalachee Parkway from Monroe Street to Magnolia Drive: Suburban/Rural Corridor
2	9	Apalachee Parkway frontage roads: Urban Corridor
23	9	Brevard Street from Call Street to Miccosukee Road: Add bicycle lanes

Northeast

MAP #	SCORE	PROJECT LOCATION
20	10.5	Betton Road from Rhodes Way to Centerville Road: Designate Bicycle Route
1	10	Apalachee Parkway from Magnolia to Capital Circle: Urban/Suburban Corridor
4	10	Thomasville Road from I-10 to 7th Street : Urban/Suburban Corridor
12	10	Blair Stone Road from Park Avenue to Orange Avenue: Urban/Suburban Corridor
14	9	Magnolia Drive from 7th Avenue to Apalachee Parkway: Add bicycle lanes
23	9	Capital Circle Northeast from Park Avenue to Apalachee Parkway: Add bicycle lanes
7	8	Buck Lake Road from Mahan to Rutledge Road: Urban/Suburban Corridor
15	8	St. Augustine Road from Indian Head Drive to Capital Circle: Add bicycle lanes
22	8	Miccosukee Road from Capital Circle to the Miccosukee Greenway: :Add paved shoulder

MAP #	SCORE	PROJECT LOCATION
24	8	Apalachee Parkway from Capital Circle to Jefferson County: Add paved shoulder

Northwest

MAP #	SCORE	PROJECT LOCATION
3	11	Pensacola Street from Capital Circle Southwest to S. Monroe Street: Urban/Suburban Corridor
1	10.5	N. Monroe Street from Capital Circle to Bradford Road: Suburban/Rural Corridor
5	10.5	Old Bainbridge Road from I-10 to Brevard Street: Urban/Suburban Corridor
12	10.5	Capital Circle Northwest from N. Monroe to Pensacola: Add bicycle lanes
7	10	Tharpe Street from Capital Circle to San Luis Road: Suburban/Rural Corridor
8	9	Tharpe Street from San Luis Road to Monroe Street
9	9	Meridian Road from Ox Bottom Road to Fairgrounds: Establish Bicycle Route
14	8	Fred George Road from Capital Circle Northwest to Lake Jackson Mounds State Archeological Site: Add bicycle lanes
6	7.5	Fred George Road from Mission Road to Fred George fork: Urban/Suburban Corridor
11	7	Glenview Drive from Monroe Street to Thomasville: Establish Bicycle Route

South

MAP #	SCORE	PROJECT LOCATION
1	9.5	S. Monroe Street from Magnolia to Gaile Avenue
2	10.5	Lake Bradford Road from Orange Avenue to Gaines Street
3	8	Belle Vue Way from Mabry Street to Hayden Road
4	8.5	Jackson Bluff Road from Appleyard to Lake Bradford
5	7	Paul Russell Road from S. Adams Street to Blair Stone Road
6	8	Palmetto Street from MLK Jr. Boulevard to Adams Street
7	10.5	Orange Avenue from Lake Bradford Road to Monroe Street: Add bicycle lanes
8	6	Tram Road from S. Monroe Street to Capital Circle: Add bicycle lane
9	7	Tram Road from Capital Circle Southeast to W.W. Kelley Road: Add paved shoulder

10	8	Springhill Road, Orange Avenue to the GF&A Trail: Add paved shoulder

APPENDIX B PROJECT COST ESTIMATES

Table 8 Project Cost Estimate Detail and Sources

CORRIDOR RESTRIPING				
	Milling and resurfacing	541,200	mile	FDOT state urban 4-lane arterial
	Striping	15,840	mile	COT Public Works/Engineering and Traffic Engineering - 6 lines @ $0.50 per foot
	Signs	400	mile	2 signs per mile on each side
	Pavement messages (arrow & figure)	400	mile	City of Tallahassee Public Works/Engineering and Traffic Engineering
TOTAL		557,840	mile	

CORRIDOR RECONSTRUCTION	3,116,066	mi	Estimated cost for 1 mile of Apalachee Parkway improvements - bicycle lanes and sidewalks on both sides
PASS PROJECT	3,960,000	mi	based on $750.l.f.

STREETSCAPING				
	Street trees	500,000	mile	FDOT District 6 Livable Communties
	Raised, planted median	1,108,800	mile	FDOT District 6 Livable Communities; assumes 14' wide median; grass only; add approx. $330,000 per mile for trees

BICYCLE ROUTE				
	Signs	400	mile	1 sign (@ $100 each) per half mile on both sides of street
	Program Cost	200	mile	Assumed cost of 50% of signage cost
TOTAL		600	mile	

BICYCLE LANE				
	Asphalt/base/stabilization	117,333	mile	COT Public Works/Engineering and Traffic Engineering
	Striping	5,280	mile	COT Public Works/Engineering and Traffic Engineering
	Signs	400	mile	COT Public Works/Engineering and Traffic Engineering
	Pavement messages (arrow&figure)	400	mile	COT Public Works/Engineering and Traffic Engineering
	TOTAL	123,413		

PEDESTRIAN				
	Sidewalks (6')	2,112,000	mile	COT Public Works/Engineering and Traffic Engineering - 6' sidewalk @ $200/l.f., both sides

SHARED USE PATH				
	Two-way bike/ped path (12')	467,000	mile	FDOT - 2002 Transportation Costs (March 2003)

INTERSECTION				
Pedestrian Emphasis				
	Signals	4,000	per int.	COT Public Works/Engineering and Traffic Engineering
	Accessible signal	1,200		COT Public Works/Engineering and Traffic Engineering
	Crosswalk Striping	2,000	per int.	COT Public Works/Engineering and Traffic Engineering
	Curb ramps	6,000		COT Public Works/Engineering and Traffic Engineering
	Bulbout	16,000	per int.	FDOT District 6 Livable Communities
	Median extension	8,960	per int.	FDOT District 6 Livable Communities
	Lighting	16,000	per int.	COT Public Works/Engineering and Traffic Engineering
	Sign: No RTOR	400	per int.	COT Public Works/Engineering and Traffic Engineering
	TOTAL	54,560		

Pedestrian Supportive				
	Signals	4,000	per int.	
	Audible signals	400	per int.	
	Crosswalk Striping	2,000	per int.	
	Bulbout	16,000	per int.	FDOT District 6 Livable Communities
	Lighting	16,000	per int.	
	Sign: No RTOR	400	per int.	
	TOTAL	38,800		

Bicycle Loop Detector	300	each	COT Public Works/Engineering and Traffic Engineering

APPENDIX C PROGRAM COST ESTIMATES

Table 9 Coordination, Education, Encouragement and Enforcement Cost Estimates

PROGRAM NAME	AGENCY	NEEDS	START-UP COST	ANNUAL COST	20-YEAR COST	COST TO MPO
BikeWalk Network	MPO staff coordinates, with volunteer participation from network members	Primarily MPO staff time, with some funds for meeting support & annual reports.	$15,000	$12,000	$243,000	$243,000
SUBTOTAL COORDINATION			***$15,000***	***$12,000***	***$243,000***	***$243,000***
School Bike/Ped Safety Coordinator	Tallahassee/Leon County Schools	Half time staff person	$25,000	$25,000	$500,000	$0
Classroom & Experiential Education Events & Activities	Tallahassee/Leon County Schools	Event/ classroom supplies & publicity	$10,000	$8,000	$162,000	$0
High School & Local Driver Ed	Tallahassee/Leon County Schools & DMV	Educational materials	$5,000	$2,000	$43,000	$0
Safety Programs & Events	Tallahassee/Leon County Schools & Sheriff/Police Community Resource team	Event supplies & publicity	$5,000	$5,000	$100,000	$0

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PROGRAM NAME	AGENCY	NEEDS	START-UP COST	ANNUAL COST	20-YEAR COST	COST TO MPO
University Presidents Initiative	FSU, FAMU, TCC	Staff support, meeting supplies & materials	$5,000	$3,000	$62,000	$0
Corridors-to-Campus Initiative	Primarily MPO with financial & staff support from FSU, FAMU & TCC	Initial plan, annual monitoring & periodic updates	$100,000	$5,000	$195,000	$97,500
Students for Cycling & Walking	FSU, FAMU, TCC	Student organization events & publicity; cost est $5,000 annually per school	$15,000	$15,000	$300,000	$0
Education & Info for Students	FSU, FAMU, TCC	New and updated maps, guides, and other materials	$30,000	$15,000	$315,000	$0
Student Surveys	FSU, FAMU, TCC	Conduct & analyze surveys every 5 years	$25,000	$75,000	$1,450,000	$0
"Walk-In" University Campaign	FSU, FAMU, TCC	Annual event publicity & support. Est $5,000 per school	$15,000	$15,000	$300,000	$0
Healthy Commute Initiative	Commuter Services of North Florida & MPO	Staff time & materials for outreach to employers	$20,000	$15,000	$305,000	$30,500
Clean Commuter Support	Commuter Services of North Florida & MPO	Inventory & plan for development of bike locker, shower & other facilities for commuters.	$10,000	$5,000	$105,000	$10,500
Parents for Safe Walking & Cycling	School Bike/Ped Safety Coordinator & Commuter Services of North Florida	Staff support & information for events & meetings of county-city PTO subcommittee	$10,000	$5,000	$105,000	$0

PROGRAM NAME	AGENCY	NEEDS	START-UP COST	ANNUAL COST	20-YEAR COST	COST TO MPO
Active Aging Campaign	Elder Ready Community Initiative	Publicity, events, and staff time for outreach	$10,000	$5,000	$105,000	$0
Mobility for EveryBody	Ability 1st	Publicity, events, and staff time for outreach	$10,000	$5,000	$105,000	$0
BikeEd Courses	Cycling clubs supported by MPO to help get grant funds for training & venues	MPO staff time & materials for volunteer trainers	$5,000	$3,000	$62,000	$62,000
Walking, Running & Cycling Guides	Cycling, track & walking clubs working with MPO	Updated MPO Bike Suitability Map (done as part of initial cost), ongoing development & printing by clubs of maps & guides	$30,000	$5,000	$125,000	$44,000
Community Events	Cycling, track & walking clubs working with MPO	Information & staff presence at local races, charity walks & rides	$5,000	$5,000	$100,000	$80,000
SUBTOTAL EDUCATION			***$335,000.00***	***$216,000.00***	***$4,439,000.00***	***$324,500.00***
Community Events	Commuter Services of North Florida & MPO	Information & staff presence at significant local events	$5,000	$5,000	$100,000	$50,000
Downtown Wayfaring Signage & Map Guide	MPO	Walking guide updated periodically and ongoing sign improvement program	$75,000	$10,000	$265,000	$265,000
Model City Civic Initiatives:						

PROGRAM NAME	AGENCY	NEEDS	START-UP COST	ANNUAL COST	20-YEAR COST	COST TO MPO
Joint Resolution	City, County, MPO	Staff support to develop & pass resolution	$2,000	$0	$2,000	$2,000
Capitol City Peer Exchange	City, County, MPO	Communication with & periodic travel to & hosting of sister cities. Grant funds will be sought to help support travel costs. Some years will likely require higher costs than others; cost indicates average over time.	$10,000	$10,000	$200,000	$40,000
Community Awards	MPO	Staff time to apply for national awards & recognitions.	$5,000	$3,000	$62,000	$62,000
Civic Art & Design	City, County, MPO	Publicity & support for programs such as BPAC design award program & public art project.	$5,000	$5,000	$100,000	$25,000
Clean City Program	Local public works & FDOT	Publicity & support for adopt-a-sidewalk, etc.	$5,000	$5,000	$100,000	$0
Economic Development Initiatives	City, County Econ Dev & local Chambers	Publicity to attract healthy lifestyle employers and residents	$10,000	$5,000	$105,000	$0
SUBTOTAL ENCOURAGEMENT			***$117,000***	***$43,000***	***$934,000***	***$444,000***
Bicycle Squads	Tallahassee City Police & Leon County Sheriff	Continue existing squad and add one in the City, start one in the County. Cost includes capital costs & training for bike squad staff.	$35,000	$15,000	$320,000	$0

PROGRAM NAME	AGENCY	NEEDS	START-UP COST	ANNUAL COST	20-YEAR COST	COST TO MPO
Eyes on the Street	MPO	Publicity & communication with local groups to catalogue & relay info & suggestions.	$5,000	$5,000	$100,000	$100,000
Call Box Program	MPO, working with police, sheriff & public works staff	Inventory & annual recommendations for funding new call boxes in local CIPs.	$10,000	$2,000	$48,000	$38,400
Safe Travel Roundtable	MPO, working with police, sheriff	Publicity & logistics for periodic forums; staff time to organize & report results	$10,000	$8,000	$162,000	$129,600
Education with Enforcement	Tallahassee City Police & Leon County Sheriff supported by MPO	Initial staff time to design program; ongoing materials & information for officers to distribute when issuing warnings & citations.	$8,000	$2,000	$46,000	$4,600
Bicycle Registration	Tallahassee City Police & Leon County Sheriff	Initial setup and ongoing database; publicity & outreach.	$10,000	$2,000	$48,000	$0
Crime Prevention Through Environmental Design	Tallahassee City Police & Leon County Sheriff working with MPO & local planning & public works departments	Inventory and annual recommendations to identify improvements for CIP consistent with CPTED principles	$10,000	$2,000	$48,000	$4,800
SUBTOTAL ENFORCEMENT			***$88,000***	***$36,000***	***$772,000***	***$277,400***
TOTAL COSTS			**$655,000**	**$387,000**	**$6,388,000**	**$1,288,900**

APPENDIX D COST FEASIBLE PROJECTS BY JURISDICTION

Table 10 Cost Feasible Projects by Jurisdiction: City

Community Priority	Jurisdictional Responsibility	Jurisdictional Priority	Mobility District	#	Tech Eval	Location	Project	Total Estimated Project Cost	% for bicycle/pedestrian	Total (rounded to 100)
6	City	1	Central	21	8	MLK Jr. Blvd. from N. Monroe Street to FAMU Way	Bicycle Route	1,475	100%	1,500
9	City	2	Central	2	10.5	One-way pairs: Duval/Bronough and Gadsden/Calhoun	Evaluate the most desirable cross-section	80,000	100%	80,000
12	City	3	Central	22	10.5	Park Avenue from Copeland to Capital Circle	Bicycle Route	2,322	100%	2,300
25	City	4	Northwest	12	7	Glenview Drive from Monroe Street to Thomasville	Bicycle Route	39,295	100%	39,300
26	City	5	Central	10	10.5	Sixth Avenue and Seventh Avenue from N. Monroe Street to Centerville Road	Restripe	2,266,267	10%	226,800
41	City	6	South	30		Blosham Street from Railroad to Myers Park Drive	Bicycle Route	498	100%	500
47	City	7	Northwest	10	8	Fred George Road from Capital Circle Northwest to Lake Jackson Mounds State Archeological Site	Bicycle Lanes	341,114	100%	341,100
48	City	8	South	3	8	Belle Vue Way from Mabry Street to Hayden Road	PASS	3,560,304	40%	1,424,100
49	City	9	South	5	8	Palmetto Street from MLK Jr. Boulevard to Monroe Street	PASS	1,164,240	40%	466,700
56	City	10	Central	9	7	Adams Street from N. 1st Street to Pensacola Street	Restripe	406,108	10%	40,600
73	City	11	Central	24	5.5	10th Avenue at Duval Street to Monroe at Legion Street	Shared-use path	111,613	100%	111,600
75	City	12	Northeast	18	5.5	Live Oak Plantation Road from Meridian Road to Thomasville Road	Bicycle Route	955	100%	1,000
78	City	13	Central	19	5	Gaines Street/Myers Park Drive/Circle Drive from Meridian Street to Magnolia Drive	Bicycle lanes	225,269	100%	225,300
81	City	14	Central	29	4.5	Coffee Drive from Thomasville to 6th Avenue	Sidewalks	918,720	100%	918,700
83	City	15	Central	28	4	Lucy Street from Hillcrest Street to Magnolia Drive and Hillcrest Street from Miccosukee Road to Lucy Street	Sidewalks	1,026,432	100%	1,026,400
85	City	16	Northeast	7	3.5	Truscott Drive from Armistead to Betton	Restripe	390,486	10%	39,000
86	City	17	Northeast	29	3.5	Deerlake Road	Sidewalks (extend existing)	4,066,800	100%	4,066,800
90	City	18	Northeast	28	3	Velda Dairy Road from Bradfordville Road to Kerry Forest Parkway	Sidewalks	3,664,320	100%	3,664,300
91	City	19	Northeast	30	3	Shamrock N. and Shamrock E. from Shannon Lakes to Centerville Road	Sidewalks	4,781,568	100%	4,781,600
95	City	20	South	13	2.5	Shumard Oak Boulevard	Bicycle Route	568	100%	600
97	City	21	South	21	2.5	Blountstown Road from Blosham Cutoff to Wakulla County line	Paved Shoulder	1,071,696	100%	1,071,600
99	City	22	Northeast	12	2	Maclay Road from Meridian to Thomasville Road	PASS	8,371,440	40%	3,348,600
100	City	23	Northeast	22	2	Goose Pond Trail connection from Mahan Drive to Capital Circle	Shared-use path	121,420	100%	121,400

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Community Priority	Jurisdictional Responsibility	Jurisdictional Priority	Mobility District	#	Tech Eval	Location	Project	Total Estimated Project Cost	% for bicycle/pedestrian	Total (rounded to 100)
102	City	24	Northeast	27	1.5	Beech Ridge Trail/Lawton Chiles Lane	Sidewalks	1,493,184	100%	1,493,200
80	City	25	Northeast	16	5	Buck Lake Road from Rutledge to Chaires Cross Road	Bicycle Lanes	2,034,226	100%	2,034,200
93	City	26	South	20	3	Old Plank Road from Tram Road to Natural Bridge Road	Paved Shoulder	787,994	100%	788,000

Table 11 Cost Feasible Projects by Jurisdiction: County

Community Priority	Jurisdictional Responsibility	Jurisdictional Priority	Mobility District	#	Tech Eval	Location	Project	Total Estimated Project Cost	% for bicycle/pedestrian	Total (rounded to 100)
15	County	1	Central	18	10.5	Magnolia Drive from Monroe Street to Apalachee Parkway	PASS	8,532,200	40%	3,412,800
16	County	2	Northwest	3	10.5	N. Monroe Street from Capital Circle to Allen Road	Restripe	3,382,594	10%	339,300
17	County	3	Central	15	9	Brevard Street from Call Street to Miccosukee Road	Restripe	1,046,950	10%	104,800
18	County	4	Northeast	6	9	Magnolia Drive from 7th Avenue to Apalachee Parkway	Restripe	843,346	10%	84,300
20	County	5	Northeast	17	8	Buck Lake Road from Pedrick Road to Rutledge Road	PASS	2,034,226	40%	813,700
43	County	6	Northeast	16	8	Old St. Augustine Road from Indian Head Drive to Capital Circle Canopy Road	Bicycle Lanes	307,793	100%	307,800
45	County	7	Northeast	13	8	Miccosukee Road from Capital Circle to the Miccosukee Greenway Canopy Road	PASS	11,543,400	40%	4,617,400
50	County	8	South	16	8	Springhill Road from Orange Avenue to the GF&A Trail	Paved Shoulder	763,805	100%	763,800
52	County	9	Central	14	7.5	Miccosukee Road from Meridian Street to Magnolia Drive	Restripe	656,329	10%	65,800
53	County	10	Northeast	14	7.5	Timberlane Road from Meridian Street to Thomasville Road	PASS	6,621,120	40%	2,648,400
54	County	11	Northwest	15	7.5	Fred George Road from Mission Road to N. Monroe Street	Sidewalks	575,520	100%	575,500
62	County	12	South	15	7	Tram Road from Capital Circle Southeast to W.W. Kelley Road: Add paved shoulder	Paved Shoulder	832,670	100%	832,700
64	County	13	South	18	7	Tram Road from Old Plank Road to Jefferson County	Paved Shoulder	372,461	100%	372,500
68	County	14	Northeast	24	6	Pedrick Road from Mahan Drive to JR Alford Greenway	Sidewalks	5,197,632	100%	5,197,600
70	County	15	Northwest	17	6	Fulton Road from Sharer Road to Steele Drive	Sidewalks	606,144	100%	606,100
72	County	16	South	6	6	Tram Road from S. Monroe Street to Capital Circle	PASS	11,836,440	40%	4,734,800
88	County	17	Northeast	2	3	Chaires Cross Road from Green Oak Drive to Capitola Road	Reconstruction	2,914,929	10%	291,500
89	County	18	Northeast	25	3	Centerville Road from Shamrock to Roberts Road Canopy Road	Sidewalks	1,496,296	100%	1,496,300
92	County	19	Northwest	13	3	Old Bainbridge/Orchard Pond Road from Capital Circle Northwest to Meridian Road	Paved Shoulder	1,074,190	100%	1,074,200
105	County	20	Northwest	7	0	Old Bainbridge Road from Capital Circle to I-10	Bicycle Lanes	522,036	100%	522,000
98	County	21	Northeast	11	2	Ox Bottom Road from Meridian to Thomasville Road	PASS	12,925,440	40%	5,170,200

Table 12 Cost Feasible Projects by Jurisdiction: State

Community Priority	Jurisdictional Responsibility	Jurisdictional Priority	Mobility District	#	Tech Eval	Location	Project	Total Estimated Project Cost	% for bicycle/pedestrian	Total (rounded to 100)
7	State	1	Northeast	1	10	Apalachee Parkway from Magnolia to Capital Circle	Reconstruction	8,990,742	10%	899,100
8	State	2	Central	1		Tennessee Street from Ocala to Magnolia	Feasibility study for street enhancements and possible lane reductions	80,000	100%	80,000
10	State	3	Central	17	7.5	Tennessee Street from Dewey to Franklin (contingent upon results of feasibility study)	Restripe & add sidewalks	3,909,212	10%	390,900
11	State	4	South	1	10.5	Orange Avenue from Lake Bradford Road to Monroe Street	Reconstruction	8,800,219	10%	880,000
14	State	5	South	2	10.5	Lake Bradford Road from Orange Avenue to Springhill	Restripe	72,880	10%	7,300
24	State	6	Northwest	1	11	Pensacola Street from Capital Circle Southwest to Stadium Drive	Reconstruction	9,042,880	10%	904,300
26	State	7	Northwest	9	10.5	Capital Circle Northwest from Tennessee to Pensacola	Bicycle Lanes	217,207	100%	217,200
29	State	8	Northeast	8	1[8]	Thomasville Road from I-10 to 7th Street	Restripe & add sidewalks	5,571,111	10%	557,100
30	State	9	Central	7	9.5	Tennessee Street from Ocala to Dewey (contingent upon results of feasibility study)	Restripe	919,882	10%	92,000
31	State	10	South	9	9.5	S. Monroe Street from Magnolia to Gaile Avenue	Medians	1,819,990	10%	182,000
34	State	11	Central	27	9	Apalachee Parkway frontage roads	Sidewalks	3,919,872	100%	3,919,900
36	State	12	Central	6	8.5	N. Monroe Street from Virginia to Apalachee Parkway	Restripe	481,817	10%	48,200
37	State	13	Central	11	8.5	Pensacola Street from Stadium to MLK Jr. Boulevard	Restripe	707,341	10%	70,700
40	State	14	Central	20	8	Call Street from Copeland Street to Satsuma Street	Bicycle Route	39,708	100%	39,700
46	State	15	Northeast	21	8	Apalachee Parkway from Capital Circle to Jefferson County	Paved Shoulder	1,152,083	100%	1,152,100
51	State	16	Central	4	7.5	S. Monroe Street from Apalachee Parkway to Magnolia Drive	Reconstruction	4,036,580	10%	403,700
57	State	17	Central	16	7	Adams Street from Gaines Street to Magnolia	Restripe	686,846	10%	68,600
59	State	18	Central	26	9	Apalachee Parkway from Monroe Street to Frontage roads	Sidewalks	1,188,160	100%	1,188,200
60	State	19	Northeast	3	7	Mahan Drive from Magnolia to Capital Circle Northeast	Reconstruction	7,004,814	10%	700,500
67	State	20	Central	25	6	Apalachee Parkway at Marriott Drive to Seminole Drive at Lafayette Street (by Parkway Center)	Shared-use path	51,837	100%	51,800
77	State	21	Northeast	28	5.5	Centerville Road from Doomar to Fleischmann Canopy Road	Sidewalks	4,802,686	100%	4,802,700
82	State	22	South	28	4.5	Woodville Highway from Page Road to Larchmont Lane	Sidewalks	918,720	100%	918,700
106	State	23	Northwest	4		Tennessee Street from Appleyard to Ocala	Bicycle lanes	791,575	100%	791,600

Table 13 Cost Feasible Projects by Jurisdiction: Multiple

Community Priority	Jurisdictional Responsibility	Jurisdictional Priority	Mobility District	#	Tech Eval	Location	Project	Total Estimated Project Cost	% for bicycle/pedestrian	Total (rounded to 100)
13	City, County	28	Northeast	19	10.5	Betton Road from Rhodes Way to Centerville Road	Bicycle Route	1,014	100%	1,000
23	City, County		Northwest	11	9	Meridian Road from Ox Bottom Road to Fairgrounds	Bicycle Route	6,562	100%	6,600
84	City, County		South	14	4	Southwood Plantation Road from Apalachee Parkway to SouthWood trails	Bicycle Route	1,585	100%	1,600
22	City, FAMU	27	South	7	7	MLK Jr. Blvd. from FAMU Way to Palmetto	PASS	3,256,120	40%	1,302,000
55	City, FAMU		South	12	7.5	Wahnish Way from FAMU Way to Osceola Avenue	Bicycle Lanes	222,144	100%	222,100
21	City, State		South	4	7	Paul Russell Road from S. Adams Street to Monroe and from Jim Lee to Blair Stone	PASS	4,790,800	40%	1,916,300
38	City, State		Central	13	8.5	St. Augustine Street from Stadium Drive to Meridian Street	Restripe	827,835	10%	82,800
42	City, State		Central	12	8	Pensacola Street from MLK Jr. Boulevard to Monroe Street	Restripe	257,224	10%	25,700
19	City, County		Northwest	6	9	Tharpe Street from Ocala Road to Monroe Street	Median	2,742,062	10%	274,200
65	City, State		Central	8	8.5	Tennessee Street from Franklin to Magnolia (contingent upon results of feasibility study)	Restripe	400,421	10%	40,000